



**Evergreen Commercial Development Project
Initial Study/Mitigated Negative Declaration**

Appendix A

**Air Quality and Greenhouse Gas Assessment, Proposed Commercial
Development SE Corner of Cambern Ave and Central Ave, Lake
Elsinore Salem Engineering Group**

May 20, 2022



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AIR QUALITY AND GREENHOUSE GAS ASSESSMENT

**PROPOSED COMMERCIAL DEVELOPMENT
SE CORNER OF CAMBERN AVE AND CENTRAL AVE
LAKE ELSINORE, CALIFORNIA**

**SALEM PROJECT NO. 3-421-0165
MAY 20, 2022**

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AIR QUALITY AND GREENHOUSE GAS ASSESSMENT**PROPOSED COMMERCIAL DEVELOPMENT
SEC OF CAMBERN AVENUE AND CENTRAL AVENUE
LAKE ELSINORE, CALIFORNIA****1.0 INTRODUCTION**

This report presents an assessment of potential air quality and greenhouse gas (GHG) impacts associated with the proposed Evergreen Commercial Development to be constructed on the southeast corner of Cambern Avenue and Central Avenue in Lake Elsinore, CA (subject property). The subject property consists of five contiguous rectangular-shaped parcels of undeveloped land (Riverside County Assessor's Parcel Numbers [APNs] 377-020-014, 377-020-016, 377-020-017, 377-020-018, and 377-020-019) totaling approximately 8.863 acres gross land area. At this time the following improvements are planned:

- A 4,120 square foot (sf) car wash;
- Two 3,000 square feet quick-serve restaurant with drive-thru (6,000 square feet retail);
- A 43,050 sf supermarket;
- A convenience market with 16 fuel dispensers;
- 368 parking spaces; and,
- 4.28 acres of other asphalt surfaces.

It is SALEM's understanding the project will be constructed in two phases. The first phase of development (refer to Appendix A phasing plan) totaling approximate 4.14-acres gross land area will include the 4,116 square foot car wash; one 3,000 square foot quick serve restaurant/standalone retail; and the 4,088 square foot convenience market and gas station with eight (8) fuel pumps totaling 16 fuel dispensers. The second phase of development will include one 3,000 square-foot quick-service restaurant with drive-thru, and the 43,050 square-foot supermarket. To be conservative, the project was analyzed as being built out in one phase.

Air quality and GHG impacts will be attributable to emissions associated with construction and operational emissions including traffic and energy use. This report presents an evaluation of existing conditions at the subject property, thresholds of significance, and potential air quality and GHG impacts associated with construction and operation of the project.

2.0 EXISTING CONDITIONS**2.1 Current Development**

The subject property is currently undeveloped land. Offsite and onsite improvements will be constructed to allow for vehicle and pedestrian access to the site. The subject property is also largely surrounded by undeveloped land with the exception of single-family residential to the northeast and commercial development across the intersection to the northwest.

2.2 Regulatory Setting

The United States Environmental Protection Agency (EPA) defines air quality by ambient air concentrations of specific pollutants that have been shown to be of concern with respect to health and

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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 Federal CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. More stringent California Ambient Air Quality Standards (CAAQS) have been adapted by the California Air Resources Board (ARB) for the six criteria pollutants through the California Clean Air Act of 1988 (CCAA). The CCAA also established California Ambient Air Quality Standards (CAAQS) for additional pollutants, including sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles (see Table 1 for NAAQS and CAAQS.)

Areas that do not meet the NAAQS or the CAAQS for a particular pollutant are considered to be “Nonattainment Areas” for that pollutant. In September 1997, the EPA promulgated 8-hour O₃ and 24-hour and annual PM_{2.5} national standards. As a result, this action has initiated a new planning process to monitor and evaluate emission control measures for these pollutants.

The South Coast Air Basin (SCAB) is classified as an Extreme Nonattainment Area for the NAAQS for O₃ for all Averaging Times and a Nonattainment Area for the NAAQS PM_{2.5} for all Averaging times. The SCAB is also designated as a Maintenance Area for the NAAQS for CO and NO₂. The SCAB is also considered a Serious Nonattainment Area for the CAAQS pollutant PM₁₀. The area is considered unclassified or Attainment for all other NAAQS and CAAQS for the other criteria pollutants.

The California ARB is the state regulatory agency with authority to enforce regulations to both achieve and maintain the NAAQS and CAAQS. The ARB is responsible for the development, adoption, and enforcement of the state’s motor vehicle emissions program, as well as the adoption of the CAAQS. The ARB also reviews operations and programs of the local air districts and requires each air district with jurisdiction over a nonattainment area to develop its own strategy for achieving the NAAQS and CAAQS.

The local air district has the primary responsibility for the development and implementation of rules and regulations designed to attain the NAAQS and CAAQS, as well as the permitting of new or modified sources, development of air quality management plans, and adoption and enforcement of air pollution regulations. The South Coast Air Quality Management District (SCAQMD) is the local agency responsible for the administration and enforcement of air quality regulations for the SCAB.

The SCAQMD and the Southern California Association of Governments (SCAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SCAB. The most recently adopted air quality plan in the SCAB is the 2016 Air Quality Management Plan (AQMP), which was adopted by the Board in March 2017.

Table 1 presents a summary of the ambient air quality standards adopted by the federal and California Clean Air Acts.

TABLE 1
Ambient Air Quality Standards

POLLUTANT	AVERAGE TIME	CALIFORNIA STANDARDS CONCENTRATION	CALIFORNIA STANDARDS METHODS	NATIONAL STANDARDS PRIMARY	NATIONAL STANDARDS SECONDARY	NATIONAL STANDARDS METHOD
Ozone (O3)	1 hour	0.09 ppm (180 µg/m3)	Ultraviolet Photometry			Ultraviolet Photometry
	8 hour	0.070 ppm (137 µg/m3)		0.075 ppm (147 µg/m3)	0.075 ppm (147 µg/m3)	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 µg/m3)	—	Non-Dispersive Infrared Spectroscopy (NDIR)
	8 Hour	9.0 ppm (10 mg/m3)		9 ppm (10 µg/m3)	—	
Nitrogen Dioxide (NO2)	Annual	0.030 ppm (56 µg/m3)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m3)		Gas Phase Chemiluminescence
	1 hour	0.18 ppm (338 µg/m3)		0.100 ppm (188 µg/m3)		
Sulfur Dioxide (SO2)	24 hours	0.04 ppm (105 µg/m3)	Ultraviolet Fluorescence			Pararosaniline
	3 hours	--			0.5 ppm (1300 µg/m3)	
	1 hour	0.25 ppm (655 µg/m3)		0.075 ppm (196 µg/m3)		
Respirable Particulate Matter (PM10)	24 hours	50 µg/m3	Gravimetric or Beta Attenuation	150 µg/m3	150 µg/m3	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m3				
Fine Particulate Matter (PM2.5)	Annual Arithmetic Mean	12 µg/m3	Gravimetric or Beta Attenuation	12.0 µg/m3	15 µg/m3	Inertial Separation and Gravimetric Analysis
	24 hours			35 µg/m3		
Sulfates	24 hours	25 µg/m3	Ion Chromatography	No National Standards		
Lead	30-day Average	1.5 µg/m3	Atomic Absorption			Atomic Absorption
	Calendar Quarter			1.5 µg/m3	1.5 µg/m3	
	3-Month Rolling			0.15 µg/m3	0.15 µg/m3	
Hydrogen Sulfide	1 hour	0.03 ppm (42 µg/m3)	Ultraviolet Fluorescence	No National Standards		
Vinyl Chloride	24 hours	0.010 ppm (26 µg/m3)	Gas Chromatography	No National Standards		

ppm= parts per million; µg/m³ = micrograms per cubic meter; mg/m³= milligrams per cubic meter Source: California Air Resources Board, www.arb.ca.gov, 2014

Local Air Quality Regulations

Under state law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in non-compliance. The SCAQMD updates the plan every three years. Each SCAQMD Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017. It incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal 8-hour ozone standard of 0.070 parts per million (ppm) that was finalized in 2015. The Final 2016 AQMP addresses several state and federal planning requirements and incorporates new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and meteorological air quality models. The Southern California Association of Governments' (SCAG)

projections for socio-economic data (e.g., population, housing, employment by industry) and transportation activities from the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) are integrated into the 2016 AQMP. SCAQMD is currently working on the 2022 AQMP.

The plan builds upon the approaches taken in the 2012 AQMP for the attainment of federal PM and ozone standards and highlights the significant amount of reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal CAA, especially in the area of mobile sources. The 2016 AQMP also includes a discussion of emerging issues and opportunities, such as fugitive toxic particulate emissions, zero-emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The plan also demonstrates strategies for attainment of the new federal 8-hour ozone standard and vehicle miles traveled (VMT) emissions offsets, pursuant to recent U.S. EPA requirements (SCAQMD 2017).

The current RTP/SCS is Connect SoCal. On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy). Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians.

Local Greenhouse Gas Emissions Regulations

Adopted on December 13, 2011, the City of Lake Elsinore's Climate Action Plan (CAP) is a long-range plan to reduce local greenhouse gas emissions that contribute to climate change (Lake Elsinore 2011). The CAP includes an inventory of existing GHG emissions and projects future emissions trends. The CAP also describes local GHG emissions targets for the years 2020 and 2030, and strategies and measures to achieve the targets.

3.0 THRESHOLDS OF SIGNIFICANCE

The SCAQMD has adopted CEQA significance thresholds as of 2015 (SCAQMD 2015), which provide guidance on the requirements for evaluating potential air quality impacts and on thresholds of significance under CEQA. The SCAQMD has identified numerical emission thresholds for significance for construction and operation for a project. The project-level numerical thresholds are summarized in Table 2.

TABLE 2
SCAQMD Significance Thresholds

POLLUTANT	CONSTRUCTION	OPERATION
Criteria Pollutants Mass Daily Thresholds		
NOx	100 lbs/day	55 lbs/day
ROG (VOC)	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
TAC, AHM, and Odor Thresholds		
Toxic Air Contaminants (TACs)	Maximum Incremental Cancer Risk 10 in 1 million Cancer Burden > 0.5 (in areas 1 in a million) Chronic and Acute Hazard Index 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO2 eq for industrial facilities	
Ambient Air Quality for Criteria Pollutants		
NO2 1-hour average Annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards. 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM10 24-hour average Annual geometric mean	10.4 µg/m3 construction & 2.5 µg/m3 operation 1.0 µg/m3	
PM2.5 24-hour average	10.4 µg/m3 construction & 2.5 µg/m3 operation	
SO2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 µg/m3 (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average Rolling 3-month average Quarterly average	1.5 µg/m3 (state) 0.15 µg/m3 (federal) 1.5 µg/m3 (federal)	

µg/m³ = microgram per cubic meter; ppm = parts per million; MT = Metric Ton

To further evaluate the potential for significant impacts associated with the project, the SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) can be considered to evaluate whether a project's emissions could cause a localized exceedance of an ambient air quality standard at the closest sensitive receptor locations. The sensitive receptors nearest to the project site are single-family residences adjacent to the project site's eastern and southern boundaries. The Localized Significance Threshold (LST) Methodology provides a look-up table (SCAQMD 2009) for construction and operational emissions based on the emission rate, location, and distance from receptors, and provides a methodology for air dispersion modeling to evaluate whether a construction or operation could cause an exceedance of an ambient air quality standard.

Per SCAQMD staff, the five-acre Look-up Table, which is the largest site available, can be used as a conservative screening analysis for on-site construction and operational emissions to determine whether more-detailed dispersion modeling would be necessary. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The proposed project was analyzed based on the Lake Elsinore source receptor area (SRA) 25 and as the site is approximately 8.86 acres, used the screening thresholds for a five-acre project site. As the closest sensitive receptors are adjacent to the site, the 25-meter distance was used.

4.0 IMPACTS

The proposed commercial development to be constructed include both construction and operational impacts. Construction impacts include emissions associated with site grading/preparation, utilities installation, construction of a building, and paving. Operational impacts include emissions associated with the project, including traffic, at full build-out. Construction is summarized in Table 3 below.

TABLE 3
Construction Summary for Project Site

AREA DISTURBED	CONSTRUCTION SUMMARY	PARKING SPACES
4,116 sf	Automobile Care Center	-
6,000 sf	Quick Serve Restaurants	-
43,050 sf	Supermarket	-
16 pumps	Convenience Market with Gas Pumps	-
-	Parking Lot	368
4.28 acres	Other Asphalt Surfaces	-

4.1 Construction

Emissions of pollutants such as fugitive dust that are generated during construction are generally highest near the construction site. Emissions from the construction phase of the project were estimated through the use of the CalEEMod Model, which was developed by BREEZE Software, a division of Trinity Consultants (Trinity) for the California Air Pollution Officers Association (CAPCOA) in collaboration with South Coast Air Quality Management District (SCAQMD) and California Air Districts. It was assumed that heavy construction equipment would be operating at the site for six to eight hours per day (based on CalEEMod defaults), five days per week during project construction. In addition, it was assumed that, in accordance with the requirements of the SCAQMD Rule 403, fugitive dust controls would be utilized during construction, including watering of active sites three times daily. It is anticipated that the project would start construction no sooner than July 2022 and take approximately 13 months. The project will be operational in 2024.

For the purpose of estimating emissions from the application of architectural coatings, it was assumed that water-based coatings compliant with SCAQMD Rule 1113, which limits coatings to 50g/L VOC content, would be used for both exterior and interior surfaces. Within the CalEEMod Model, this assumption was included.

Tables 4 and 5 provide summaries of the emission estimates for construction and operation respectively, of all proposed site improvements. These projected emissions assume standard measures, such as compliance with SCAQMD Rule 403 and Rule 1113 are implemented to reduce emissions, as calculated with the CalEEMod Model, and are compared to the regional thresholds. Refer to Appendix A for detailed model output files.

Table 4 includes projected maximum daily emissions for all steps of construction. These steps include: Grading, Site Preparation, Building Construction, Paving, and Architectural Coatings. Emission in Table 4 are based on the estimates of the emissions associated with project construction taken from the higher of either summer or winter emissions output table per CalEEMod. None of construction phases are anticipated to overlap.

During Construction diesel-fired equipment will be operated and will result in the release of diesel particulate matter which is a listed carcinogen and toxic air contaminant (TAC) in the State of California. The earthwork phase is the phase of construction in which the majority of diesel-fired equipment will be used. Given the temporary and short-term construction schedule (approximately 13 months), the project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of project construction. Furthermore, as shown in Table 4 below, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds.

Project construction would not result in emission of any odor compounds that would cause a nuisance or significant impact to nearby receptors. The impacts associated with Project construction are therefore not considered significant with regard to odors.

TABLE 4
Estimated Annual Construction Emissions (Unmitigated)
LBS/Day (unless otherwise shown)
Comparison to SCAQMD Thresholds

EMISSION SOURCE	ROG	NOx	CO	SOx	PM10	PM2.5
Regional Significance Thresholds	75	100	550	150	150	55
Maximum Daily Emissions	18.21	33.13	23.45	0.07	10.66	6.08
Regional Construction Thresholds Exceeded?	No	No	No	No	No	No
Local Significance Thresholds	-	371	1,965	-	13	8
Maximum On-Site Emissions	-	33.08	19.70	-	10.46	6.03
Local Construction Thresholds Exceeded?	No	No	No	No	No	No

As shown in Table 4 above, neither the regional construction thresholds nor the local construction thresholds would be exceeded.

4.2 Operational Impacts

The main operational impacts associated with the Project would be impacts associated with traffic. Minor impacts would be associated with energy use and area sources.

To address whether the Project would result in emissions that would violate any air quality standard or contribute substantially to an existing or proposed air quality violation, the emissions associated with Project-generated traffic and area sources were compared with the SCAQMD's quantitative significance criteria. The CalEEMod Model contains emission factors from the EMFAC2017 model. Project-related traffic was calculated in CalEEMod based on the trip generation data provided in the project-specific traffic study¹, and was assumed to be comprised of a mixture of vehicles in accordance with the CalEEMod Model defaults. This assumption includes light duty autos and light duty trucks (i.e., small trucks, SUVs, and vans) as well as medium- and heavy-duty vehicles that may be traveling to the facility to make deliveries. For conservative purposes, emission factors representing the vehicle mix for 2024 were used to estimate emissions as 2024 was assumed to be the first year of full operation. Based on the results of the EMFAC2017 model for subsequent years, emissions would decrease on an annual basis from 2022 onward due to phase-out of higher polluting vehicles and implementation of more stringent emission standards that

¹ Urban Crossroads (2022). Central & Cambern Retail, Traffic Analysis, City of Lake Elsinore. May 10.

are taken into account in the EMFAC2017 model. Emissions associated with area sources (energy use and landscaping activities) were also estimated using the default assumptions in the CalEEMod Model. For this particular project, defaults were adjusted down to more accurately reflect likely trip distance and frequency due to the project's location.

Table 5 below presents the results of the CalEEMod emission calculations in lbs/day for operations along with a comparison with the SCAQMD Regional Air Quality Significance Thresholds for Operations and the operational LST values. The calculation assumed that the project would be constructed to current Title 24 buildings standards and would use low flow plumbing fixtures.

TABLE 5
Estimated Annual Operational Emissions (Unmitigated)
LBS/Day (unless otherwise shown)
Comparison to SCAQMD Thresholds

EMISSION SOURCE	ROG	NOx	CO	SOx	PM10	PM2.5
Regional Significance Thresholds	55	55	550	150	150	55
Maximum Daily Operational Emissions	12.63	11.38	91.69	0.19	19.65	5.37
Regional Operational Thresholds Exceeded?	No	No	No	No	No	No
Local Significance Thresholds	-	371	1965	-	4	2
On-Site Operational Emissions	-	1.77	9.74	-	2.01	0.58
Local Operational Threshold Exceed?	No	No	No	No	No	No

Based on the estimates of the emissions associated with project operations taken from the higher of either summer or winter emissions output table per CalEEMod. As shown in Table 5 above, neither the regional operational thresholds nor the local operational thresholds would be exceeded.

Projects involving traffic impacts may result in the formation of locally high concentrations of CO, known as CO "hot spots." A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 ppm or the federal and state eight-hour standard of 9.0 ppm (CARB 2016). The SCAB is in conformance with state and federal CO standards, and most air quality monitoring stations no longer report CO levels. No stations in the vicinity of the project site have monitored CO since 2012. In 2012, the Lake Elsinore station detected an 8-hour maximum CO concentration of 0.5 ppm, which is substantially below the state and federal standards (CARB 2019). The proposed project would result in CO emissions of approximately 92 pounds per day, well below the 550 pounds per day threshold. Based on the low background level of CO in the project area, improving vehicle emissions standards for new cars in accordance with state and federal regulations, and the project's low level of operational CO emissions, the project would not create new hotspots or contribute substantially to existing hotspots, and impacts would be less than significant.

4.3 Odors

During construction, diesel equipment operating at the site may generate some nuisance odors; however, due to the distance of sensitive receptors to the project site and the temporary nature of construction, odors associated with project construction would not be significant.

Land uses associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. Fuel stations aren't typically associated with fuel odor complaints. Additionally, due to the location of the fuel dispensers/pumps relative to the sensitive receptors nearest to the subject property

(over 500 feet away), it is not anticipated project odors be significant. These land uses are not proposed for the retail project in Lake Elsinore, CA. Odor impacts would not be significant.

4.4 Project's Contribution to Criteria Pollutants

Pursuant to the *Sierra Club v. Friant Ranch* Supreme Court Ruling (Case No. S219783, December 24, 2018), which found on page 6 of the ruling that EIRs need to “makes a reasonable effort to substantively connect a project’s air quality impacts to likely health consequences.” Also, on page 24 of the ruling it states “The Court of Appeal identified several ways in which the EIR could have framed the analysis so as to adequately inform the public and decision makers of possible adverse health effects. The County could have, for example, identified the Project’s impact on the days of nonattainment per year.”

The Air Basin has been designated by EPA for the national standards as a non-attainment area for O₃, PM_{2.5}, and partial non-attainment for lead. In addition, PM₁₀ has been designated by the State as non-attainment. It should be noted that VOC and NO_x are O₃ precursors, as such they have been considered as non-attainment pollutants. According to the Final 2016 Air Quality Management Plan, prepared by SCAQMD, March 2017, in 2016 the total emissions of: VOC was 500 tons per year; NO_x was 522 tons per year; SO_x was 18 tons per year; and PM_{2.5} was 66 tons per year. The project contribution to each criteria pollutant in the South Coast Air Basin is shown below.

TABLE 6
Project's Contribution to Criteria Pollutants in the South Coast Air Basin

EMISSIONS SOURCE	MAXIMUM DAILY EMISSIONS (POUNDS/DAY)					
	ROG	NOx	CO	SOx	PM10	PM2.5
Project Emissions ¹	12.63	11.38	91.69	0.19	19.65	5.37
Total Emissions in Air Basin ²	1,000,000	1,044,000	4,246,000	36,000	132,000	132,000
Project's Percent of Air Emissions	insignificant	insignificant	insignificant	insignificant	insignificant	insignificant

Notes:

1 From the project's total operational emissions.

2 Since the Final 2016 AQMP did not provide the total PM₁₀ annual emissions in the Air Basin, the PM_{2.5} emissions, which is a subset of PM₁₀ was utilized instead.

Source: SCAQMD, 2017.

Due to these nominal increases in the Basin-wide criteria pollutant emissions, no increases in days of non-attainment are anticipated to occur from operation of the proposed project. As such, operation of the project is not anticipated to result in a quantitative increase in premature deaths, asthma in children, days children will miss school, asthma-related emergency room visits, or an increase in acute bronchitis among children due to the criteria pollutants created by the proposed project. Impacts would be less than significant.

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. With regard to air quality planning, SCAG has prepared the RTP/SCS, a long-range transportation plan that uses growth forecasts to project trends for regional population, housing and employment growth out to 2045 to identify regional transportation strategies to address mobility needs. These growth forecasts form the basis for the land use and transportation control portions of the 2020 AQMP.

The updated growth forecasts in SCAG's 2020 RTP/SCS estimate that the employment numbers in Lake Elsinore would be 24,900 in 2045, up 14,000 in 2016 (SCAG 2020). Based on employee density factors in the Employee Density Report produced by the Southern California Association of Governments (SCAG), the proposed project could result in approximately 91 employees.

The anticipated increase in employment would be within the SCAG's projected 2045 employment increase and the project would not cause Lake Elsinore to exceed official regional population projections.

In addition, the AQMP provides strategies and measures to reach attainment with the thresholds for 8-hour and 1-hour ozone and PM_{2.5}. As shown in the tables above, the project would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (ROG and NOX) and PM_{2.5}.

Given the aforementioned, the project would be consistent with the AQMP and would have a less than significant impact.

5.0 GREENHOUSE GAS EVALUATION

According to the California Natural Resources Agency, "due to the global nature of GHG emissions and their potential effects, GHG emissions will typically be addressed in a cumulative impacts analysis." According to Appendix G of the CEQA Guidelines, the following criteria may be considered to establish the significance of GHG emissions:

Would the project:

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

As discussed in Section 15064.4 of the CEQA Guidelines, the determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency, consistent with the provisions in Section 15064. Section 15064.4 further provides that a lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

- Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
- Rely on a qualitative analysis or performance-based standards.

Section 15064.4 also advises a lead agency to consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

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

Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), as long as any threshold chosen is supported by substantial evidence (see CEQA Guidelines Section 15064.7(c)). The CEQA

Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130(f)).² It is noted that the CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact less than significant.

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project.³ To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.⁴ Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions."⁵ Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies, and/or other regulatory schemes to reduce GHG emissions.⁶

In the absence of any applicable adopted numeric threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the Project is consistent with applicable regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. For this Project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the City of Lake Elsinore Climate Action Plan.

Adopted on December 13, 2011, the City of Lake Elsinore's Climate Action Plan (CAP) is a long-range plan to reduce local greenhouse gas emissions that contribute to climate change (Lake Elsinore 2011). The CAP includes an inventory of existing GHG emissions and projects future emissions trends. The CAP also describes local GHG emissions targets for the years 2020 and 2030, and strategies and measures to achieve the targets.

The proposed project would generate an estimated total of 676.0465 metric tons of CO₂e emissions during construction. The SCAQMD recommends amortizing construction emissions over a period of 30 years to estimate the contribution of construction emissions to operational emissions over the project lifetime.

² See, generally, CEQA Guidelines Section 15130(f); see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, dated April 13, 2009.

³ 14 CCR §15064(h)(3).

⁴ 14 CCR §15064(h)(3).

⁵ 14 CCR §15064(h)(3).

⁶ See, for example, San Joaquin Valley Air Pollution Control District, CEQA Determinations of Significance for Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR—2030 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA..." Further, the South Coast Air Quality Management District (SCAQMD) has taken this position in CEQA documents it has produced as a lead agency. SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate SCAQMD has applied its 10,000 MTCO₂e /yr. significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See: SCAQMD, Final Negative Declaration for: Ultramar Inc. Wilmington Refinery Cogeneration Project, SCH No. 2012041014 (October 2014); SCAQMD, Final Negative Declaration for Phillips 66 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014); Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014); and Draft Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (April 2014).

Amortized over 30 years, the construction of the project will generate approximately 22.5349 metric tons of CO₂e on an annualized basis.

Based on the results of the CalEEMod Model, the project would generate a total of 3,802.3747 metric tons of CO₂e emissions annually from operations. By adding the amortized construction emissions results with the operational annual CO₂e emissions the project will produce 3,824.91 metric tons over a 30-year period.

The City's CAP establishes quantitative targets 6.6 MT CO₂e per service population by 2020 and 4.4 MT CO₂e per service population by 2030. The CAP further demonstrates that these targets are sufficient to achieve GHG reduction targets set by AB 32 (1990 levels by 2020) and Executive Order S-3-05 (80 percent below 1990 levels by 2050). However, the City's CAP pre-dates passage of SB 32, which calls for a 40 percent reduction of GHG emissions below 1990 levels by 2030. While the City's CAP establishes a 2030 target of 4.4 MT CO₂e per service population, this target was established based on a linear trajectory of emissions reduction from 1990 levels in 2020 to 80 percent reduction below such levels in 2050. Under this trajectory, a 40 percent reduction of emissions from 1990 levels would not occur until 2035 and, consequently, this 2030 target is not sufficient to demonstrate compliance with SB 32.

Nevertheless, the City's CAP states that it is intended to "serve as the programmatic tiering document for the purposes of CEQA within the City of Lake Elsinore for GHG emissions, by which applicable projects will be reviewed. If a proposed development project can demonstrate it is consistent with the applicable emissions reduction measures included in the CAP, the programs and standards that would be implemented as a result of the CAP, the General Plan Update growth projections, the project's environmental review pertaining to GHG impacts may be streamlined as allowed by CEQA Guidelines Sections 15152 and 15183.5" (City of Lake Elsinore 2011a). Given that the City's CAP was adopted for the purposes of determining impact significance for the purposes of CEQA and that the role of land use strategies in achieving the reductions set forth by SB 32 remains unclear, this analysis determines the significance of GHG impacts based on consistency with the City's CAP and other applicable plans and policies intended to reduce GHG emissions.

Project implementation would result in an increase in employment. SCAG publishes commercial employee generation rates. For retail services such as those proposed by the project, one employee is assumed for every 629 square feet of commercial development. The project proposes 57,254 square feet of commercial use thereby resulting in approximately 91 new employees at the site per SCAG's rates. Annual GHG emissions of 3,824.91 metric tons would be approximately 0.3% of the City's 2020 GHG emissions.

Based on the estimated number of employees, the project would produce 42.03 MT of CO₂e per service population per year, which is higher than the City's efficiency-based target of 4.4 MT of CO₂e per service population per year in the CAP. However, according to the CAP, if projects are consistent with General Plan and CAP Consistency Checklist, then the project would be consistent with the CAP and the environmental review pertaining to GHG impacts may be Impact Analysis Air Quality and Greenhouse Gas Emissions Study streamlined. Therefore, the project's consistency with the CAP Checklist is discussed below.

Consistency with Applicable Plans and Policies

The City's CAP, adopted in 2011, certified that the City's target is consistent with AB 32's 2020 goals. The City CAP ensures that the City will provide local GHG reductions that will complement state efforts to reduce GHG emissions to the AB 32 target by 2020 and the Executive Order S-3-05 target by 2030. The proposed commercial project would not conflict with the applicable CAP reduction measures, as shown below.

Measure T-1.2: Pedestrian Infrastructure

Through the development review process, require the installation of sidewalks along new and reconstructed streets. Also require new subdivisions and large developments to provide sidewalks or paths to internally link all uses where applicable and provide connections to neighborhood activity centers, major destinations, and transit facilities contiguous with the project site; implement through conditions of approval.

Consistent: The project would be required to provide sidewalks which would be reviewed by the City for compliance with adopted standards and specifications.

Measure T-2.1: Designated Parking for Fuel-Efficient Vehicles

Revise the Municipal Code to require that new nonresidential development designate 10% of total parking spaces for any combination of low-emitting, fuel-efficient and carpool/vanpool vehicles (consistent with CalGreen Tier 1, Sections A5.106.5.1 and A5.106.5.3) and implement through conditions of approval. Parking stalls shall be marked "Clean Air Vehicle."

Consistent: The project would provide fuel-efficient parking spaces in compliance with both the City's Municipal Code and the project-specific Conditions of Approval.

Measure E-1.1: Tree Planting Program

Through the development review process, require new development to plant at minimum one 15-gallon non-deciduous, umbrella-form tree per 30 linear feet of boundary length near buildings, per the Municipal Code. Trees shall be planted in strategic locations around buildings or to shade pavement in parking lots and streets.

Consistent: The project would comply with all applicable Municipal Code policies related to tree planting. The project would include a number of street trees and trees throughout the parking lot and adjacent to proposed structures.

Measure E-1.2: Cool Roof Requirements

Amend the City Municipal Code to require new non-residential development to use roofing materials having solar reflectance, thermal emittance or Solar Reflectance Index (SRI)³ consistent with CalGreen Tier 1 values (Table A5.106.11.2.1) and implement through conditions of approval.

Consistent: The project's roofing material would be reviewed and approved for compliance with the City's Municipal Code. The proposed Project elements would be required to comply with the City ordinances and conditions of approval. As such, the proposed project would not conflict with this measure.

Measure E-3.2: Energy Efficient Street and Traffic Signal Lights

Work with Southern California Edison to replace existing high pressure sodium streetlights and traffic lights with high efficiency alternatives, such as Low Emitting Diode (LED) lights. Replace existing City owned traffic lights with LED lights. Require any new street and traffic lights to be LED and implement through conditions of approval.

Consistent: The project would be required to comply with the City's conditions of approval related to new streetlights.

Measure E-4.1: Landscaping Ordinance

Through the development review process, enforce the City's Assembly Bill 1881 Landscaping Ordinance; implement through conditions of approval.

Consistent: The project's landscape plan would be reviewed and approved by the City's Planning and Public Works Department for compliance with Assembly Bill 1881 and the City's Landscaping Ordinance.

Measure S-1.4: Construction and Demolition Waste Diversion

Amend the Municipal Code to require development projects to divert to recycle or salvage nonhazardous construction and demolition debris generated at the site, resulting in at least a 65% reduction by 2020 (consistent with CalGreen Tier 1, Section A5.408.3.1). Require all new projects to be accompanied by a waste management plan for the project and a copy of the completed waste management report shall be provided upon completion.

Consistent: A Waste Management Plan would be prepared for the project, reviewed by the City for consistency with the City's Municipal Code, and be subject to City approval.

As shown above, the project is consistent with the CAP Consistency Checklist. Therefore, the project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment and would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

6.0 HEALTH RISK ASSESSMENT

6.1 Toxic Air Contaminants

A TAC is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. TACs may result in long-term health effects such as cancer, birth defects, neurological damage, asthma, genetic damage, or short-term acute effects such as eye watering, respiratory irritation, runny nose, throat pain, and headaches. TACs are considered either carcinogenic or non-carcinogenic based on the nature of the health effects associated with exposure. For carcinogenic TACs, potential health impacts are evaluated in terms of overall relative risk expressed as excess cancer cases per one million exposed individuals. Non-carcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

TACs include both organic and inorganic chemical substances. One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter (DPM); however, TACs may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities.

TACs commonly associated with gasoline dispensing stations include the organic compounds of benzene, toluene, and xylene. In particular, benzene is a known human carcinogen and can result in short-term acute and long-term chronic health impacts. Between 1990 and 2005, benzene in California's air was reduced by over 75 percent due to implementation of control technologies, such as vapor recovery systems, and reductions of benzene levels in gasoline (California Air Resources Board [CARB] 2005).¹ Today, gasoline dispensing facilities account for a relatively small fraction of total benzene emissions. However, near source exposure resulting from gasoline dispensing facilities, particularly very high throughput retail or wholesale facilities, can result in elevated health risks to nearby sensitive receptors.

6.2 Sensitive Receptors

CARB and the Office of Environmental Health Hazard Assessment have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis .2,3 Some land uses considered more sensitive to air pollution than others due to the types of population groups or activities involved are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, religious facilities, and daycare centers.

SCAQMD Risk Assessment Procedures define receptors as any location outside the boundaries of a facility at which a person could experience repeated, continuous exposure. The procedures further note that sensitive receptors include any residence (e.g., private homes, condominiums, apartments, and living quarters), schools (including preschools and daycare centers), health facilities (e.g., hospitals, retirement and nursing homes, long-term care hospitals, hospices), as well as prisons, dormitories, or similar live-in housing where children, chronically ill individuals, or other sensitive persons could be exposed to TACs.

The sensitive receptors nearest to the project site are single-family residences adjacent to the project site's eastern and southern boundaries. Since the fuel station would be located on the western corner of the site, it would not be immediately adjacent to the sensitive receptors. Residences to the south are sited approximately 155 meters (509 feet) from the fuel station, and residences to the east are sited approximately 175 meters (574 feet) from the fuel station.

6.3 Methodology

In order to evaluate the potential impacts of TACs emitted from the proposed fuel station, SALEM's subconsultant Rincon Consultants, Inc., (Rincon) completed a screening HRA using the SCAQMD RiskTool (V1.103) R040919, attached as Appendix C. The RiskTool is a screening tool that provides a Maximum Individual Cancer Risk (MICR) result based on factors such as storage tank type, annual throughput, best available control technology for toxics (T-BACT), closest meteorological station, and the nearest residential and commercial uses.

The project would have an annual throughput of one million gallons per year with underground storage tanks. The meteorological station closest to the site would be the Lake Elsinore Station, which is approximately 2.5 miles south of the project site. The resident MICR was calculated using the distance of the closest single-family residences south of the project site (155 meters). The worker MICR was calculated using the distance of the closest commercial use west of the site (75 meters). The distances are based on the distance from the fuel canopy to the property line of the receptors.

6.4 Thresholds

SCAQMD has developed significance thresholds for the emissions of TACs based on health risks associated with elevated exposure to such compounds. For carcinogenic compounds, cancer risk is assessed in terms of incremental excess cancer risk. A project would result in a potentially significant impact to sensitive receptors if it would generate an incremental excess cancer risk of 10 in 1 million (1×10^{-6}).

6.5 Impact Analysis

Maximum resident and worker cancer risks from the proposed fuel station are presented in Table 7. As shown in Table 7 (below), incremental excess cancer risks resulting from operation of the project would not exceed the SCAQMD thresholds.

TABLE 7
Maximum Resident and Worker Cancer Risk

Receptor	Maximum Cancer Risk
Maximum Individual Cancer Risk - Resident	<1
Maximum Individual Cancer Risk - Worker	<1
Threshold	≥ 10 in 1 million
Threshold Exceeded?	No

Furthermore, pursuant to SCAQMD Rule 1401 and Rule 212, the project would require a permit to construct and operate a gasoline dispensing facility from the SCAQMD. Rule 1401 provides specific requirement thresholds a stationary source must meet that would ensure no significant health risk impacts before a permit is granted. Rule 212 requires sources to eliminate, reduce, or control the emission of air contaminants before issuance of a permit to construct and operate. As part of the review SCAQMD would review the facility design and location of the fuel station for compliance with SCAQMD standards for air quality and community health. Pursuant to the State's Enhanced Vapor Recovery (EVR) program, SCAQMD Rule 461 requires all retail service stations to have Phase I and Phase II EVR systems to control gasoline emissions and reduce the release of volatile organic compounds and TACs such as benzene, ethylbenzene, and naphthalene.

Therefore, operation of the project would not result in the exposure of sensitive receptors to substantial pollutant concentrations.

7.0 CONCLUSIONS

The air quality and GHG analysis for the proposed commercial development in Lake Elsinore, California evaluated emissions associated with both the construction and operation of the project. Emissions associated with construction and operation were compared with significance thresholds developed by the SCAQMD, which provide a conservative means of evaluating whether project emissions would cause a significant impact on the ambient air quality or whether further evaluation is warranted. Emissions associated with construction and operation are below the significance thresholds for all criteria pollutants as well as cumulative GHG emissions. Thus, the emissions associated with construction and operation of the project would not result in a significant impact under the California Environmental Quality Act. The project is also in compliance with SCAG's RTP/SCS and the City's Climate Action Plan.

A screening analysis was completed using the SCAQMD RiskTool (V1.103) R040919 to identify whether the operation of the fuel station would be a potentially significant source of TAC emissions at nearby receptors. Based on the RiskTool results, MICR levels for both resident and worker would be below the SCAQMD threshold of 10 in 1 million. Therefore, the project would not expose sensitive receptors to substantial TAC concentrations and would not exceed the applicable SCAQMD health risk and hazard thresholds.

8.0 REFERENCES

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- U.S. EPA. 2006. *The U.S. Inventory of Greenhouse Gas Emissions and Sinks: Fast Facts*.
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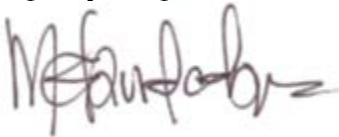
We appreciate the opportunity to assist you with this project. If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office at (909) 980-6455.

Respectfully submitted,

SALEM Engineering Group, Inc.



John Thomason, QSP/D/QISP, LEED AP
Air Quality/CEQA Associate



Maria G. Ruvalcaba
Project Manager

A



**C-2 ZONING
GENERAL
COMMERICAL**

**C-2 ZONING
GENERAL
COMMERICAL**

COMMERCIAL
OUTPARCEL

**C-2 ZONING
GENERAL
COMMERICAL**

**C-2 ZONING
GENERAL
COMMERICAL**

WALMART

**R-2 ZONING
MEDIUM DENSITY
RESIDENTIAL**

**R-3 ZONING
UNCATEGORIZED**

**R-E ZONING
LOW DENSITY
RESIDENTIAL**

ALLAN ST.

**R-E ZONING
LOW DENSITY
RESIDENTIAL**

SITE & PARKING DATA:


LOT 1 (-C-2 GENERAL COMMERCIAL ZONING):		
ROW DEDICATION		±0.11 AC
NET LOT AREA		±1.19 AC
BUILDING		CAR WASH - 4,116 SF
PARKING REQUIRED		4,116 / 250 = 16 SPACES
PARKING PROVIDED	25 VACUUM (PARKING) SPACES	40 SPACES
		7 STANDARD SPACES
PARKING RATIO		7.77/1000
FLOOR AREA RATIO		.0797
LOT 2 (-C-2 GENERAL COMMERCIAL ZONING):		
ROW DEDICATION		±0.10 AC
NET LOT AREA		±1.10 AC
BUILDING		QSR - 3,000 SF
PARKING REQUIRED	(1,529 / 200) + (1,471 / 45) =	40 SPACES
PARKING PROVIDED		57 SPACES
PARKING RATIO		191/1,000
FLOOR AREA RATIO		.0629
LOT 3 (-C-2 GENERAL COMMERCIAL ZONING):		
ROW DEDICATION		±0.23 AC
NET LOT AREA		±1.42 AC
BUILDING		C-STORE - 4,088 SF
PARKING REQUIRED		4,088 / 250 = 16 SPACES
PARKING PROVIDED		43 SPACES
PARKING RATIO		10.52/1000
FLOOR AREA RATIO		.0659
LOT 4 (-C-2 GENERAL COMMERCIAL ZONING):		
ROW DEDICATION		±0.01 AC
NET LOT AREA		±3.59 AC
BUILDING		GROCERY - 43,050 SF
PARKING REQUIRED		43,050 / 250 = 173 SPACES
PARKING PROVIDED		184 SPACES
PARKING RATIO		4.27/1000
FLOOR AREA RATIO		.2756
LOT 5 (-C-2 GENERAL COMMERCIAL ZONING):		
ROW DEDICATION		±0.10 AC
NET LOT AREA		±1.03 AC
BUILDING		QSR - 3,000 SF
PARKING REQUIRED	(1,529 / 200) + (1,471 / 45) =	40 SPACES
PARKING PROVIDED		52 SPACES
PARKING RATIO		17.33/1000
FLOOR AREA RATIO		.0672

OVERALL TOTALS:	
ZONING:	GENERAL COMMERCIAL (C-2)
GENERAL PLAN DESIGNATION:	GENERAL COMMERCIAL (GC)
ROW DEDICATION	40.55 AC / 23,986 SF
20' WIDE AREA (WITHIN R.O.W.)	\$3.32 AC / 382,255 SF
GROSS LOT AREA	\$8.863 AC / 386,241 SF
BUILDING	57,254 SF
PARKING PROVIDED	286 SPACES
PARKING REQUIRED	368 SPACES
FLOORING AREA RATIO (NET)	57.254 SF / 382,255 SF = 15.80%
LANDSCAPING (NET)	56.360 SF / 382,255 SF = 15.85%
PARKING & CIRCULATION (NET)	247.767 SF / 382,255 SF = 68.64%

62302049

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EVERGREEN DEVELOPMENT
CAMBERN AVE. & CENTRAL AVE
LAKE ELSINORE, CA 92532

OVERALL SITE PLAN

DATE:	02/09/22
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BY:	
SCALE:	
PROJECT	
NUMBER:	62302049
SHEET:	
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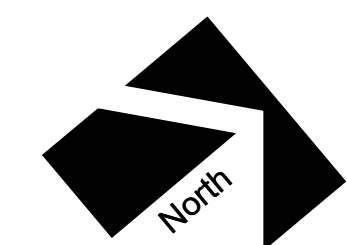
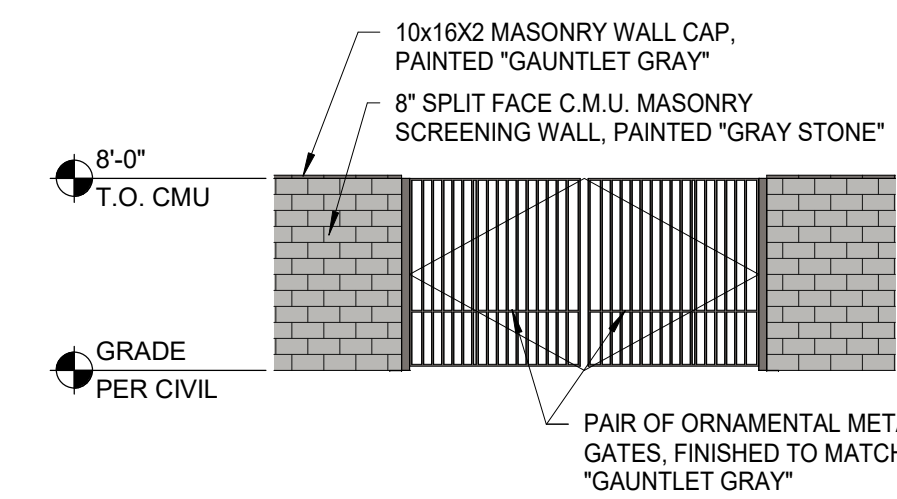
1 OVERALL SITE PLAN

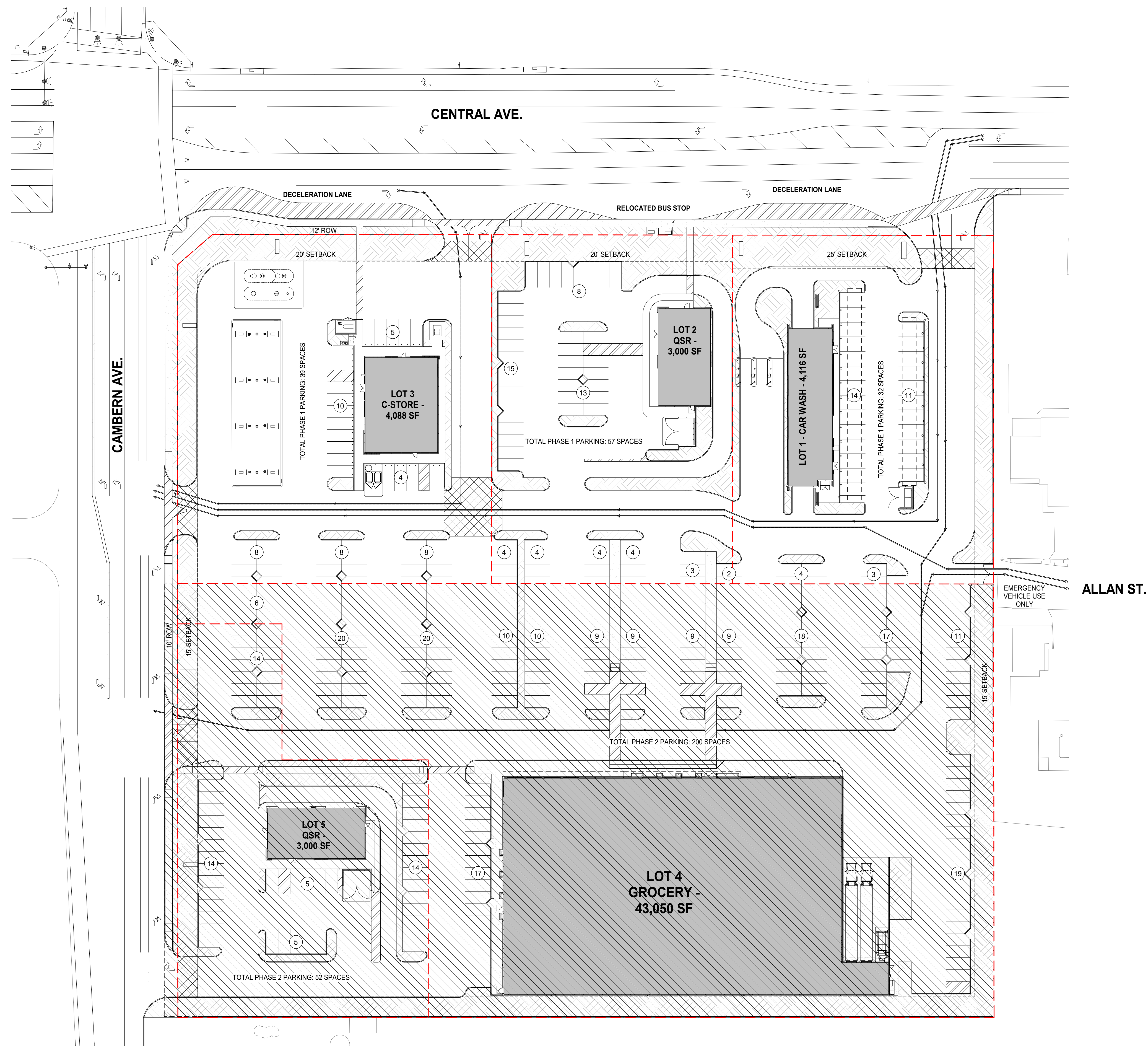
SCALE: 1" = 40'-0"

SCALE: 1" = 40'-0"

2 GATE IN PROPERTY LINE SCREENING WALL
SCALE: 1/8" = 1'-0"

SCALE: 1/8" = 1'-0"





1 PHASING PLAN
SCALE: 1" = 40'-0"

SCALE: 1" = 40'-0"

PHASING LEGEND

PHASE 1 SITE DEVELOPMENT

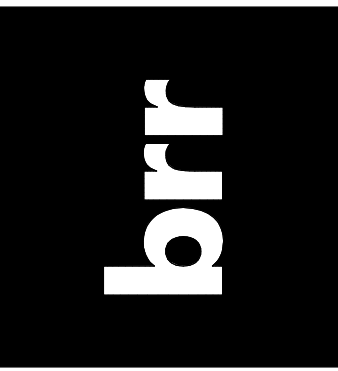
PROPOSED BUILDINGS

PHASE 2 SITE DEVELOPMENT

POTENTIAL EMERGENCY
VEHICLE & CONSTRUCTION
ROUTES THRU SITE

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CONSULTING ENGINEER

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LAKE ELSINORE, CA 92532

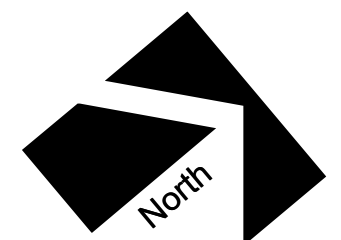
PAD PHASING PLAN

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PROJECT NUMBER:	62302049

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**C-2 ZONING
GENERAL
COMMERICAL**

**C-2 ZONING
GENERAL
COMMERICAL**

1 PHASE 1 SITE PLAN
SCALE: 1" = 40'-0"

**R-E ZONING
LOW DENSITY
RESIDENTIAL**

**R-E ZONING
LOW DENSITY
RESIDENTIAL**

62302049

OVERALL TOTALS:	
ZONING:	GENERAL COMMERCIAL (C-2)
GENERAL PLAN DESIGNATION:	GENERAL COMMERCIAL (GC)
PER LOT DEDICATION	+0.43 AC / 180,149 SF
NET LOT AREA (WITHIN R.O.W.)	+3.70 AC / 161,253 SF
GROSS LOT AREA	+4.14 AC / 180,149 SF
BUILDING	11,204 SF
PARKING REQUIRED	72 SPACES
SPACES PROVIDED	120 SPACES
FLOOR AREA RATIO (NET)	11,204 SF / 161,253 SF = 6.95%
LANDSCAPING (NET)	37,475 SF / 161,253 SF = 23.24%
PARKING & CIRCULATION (NET)	112,574 SF / 161,253 SF = 69.81%

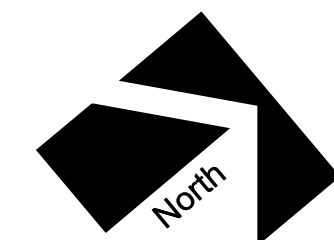
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EVERGREEN DEVELOPMENT
CAMBERN AVE. & CENTRAL AVE
LAKE ELSINORE, CA 92532

SITE PLAN (PHASE 1 ONLY)

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APPENDIX

B



Elsinore v4 rev - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Elsinore v4 rev****South Coast AQMD Air District, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	4.28	Acre	4.28	186,567.48	0
Parking Lot	368.00	Space	3.31	147,200.00	0
Fast Food Restaurant with Drive Thru	6.00	1000sqft	0.14	6,000.00	0
Automobile Care Center	4.12	1000sqft	0.09	4,116.00	0
Convenience Market with Gas Pumps	16.00	Pump	0.05	4,088.00	0
Supermarket	43.05	1000sqft	0.99	43,050.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	10			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 368 parking spaces (per 2/9/22 site plan); 4,116 SF carwash; 4,088 SF C-store w/ 16 gas pumps; 43,050 SF supermarket; 6,000 SF (3,000 SF each) fast food restaurants w/ drive thrus, and ~ 4.283 acres of other asphalt surfaces on 8.86 acres.

Construction Phase - No demolition. Construction to start no sooner than 7/1/22.

Grading - 9,000 CY of import per grading plan

Architectural Coating - Per SCAQMD Rule 1113, paints applied to buildings limited to 50g/L VOC content.

Vehicle Trips - Trip Gen per TIA (includes reductions for internal capture and pass-by as applicable): Supermarket=61.74 trips/TSF; Convenience mkt w/16 gas pumps=36 trips/pump; fast food restaurant w/drivethru=152.33trips /TSF; carwash=188.53 trips/TSF.

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Area Coating - Per SCAQMD Rule 1113, paints applied to buildings limited to 50g/L VOC content.

Construction Off-road Equipment Mitigation - Water exposed area 2 times daily and limit vehicle speed to 15 mph on unpaved roads.

Area Mitigation - Per SCAQMD Rule 1113, paints applied to buildings limited to 50g/L VOC content.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblGrading	MaterialImported	0.00	9,000.00
tblLandUse	LandUseSquareFeet	186,436.80	186,567.48
tblLandUse	LandUseSquareFeet	4,120.00	4,116.00
tblLandUse	LandUseSquareFeet	2,258.80	4,088.00
tblVehicleTrips	DV_TP	21.00	53.00
tblVehicleTrips	DV_TP	21.00	46.00
tblVehicleTrips	DV_TP	30.00	48.00
tblVehicleTrips	PB_TP	65.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PB_TP	36.00	0.00
tblVehicleTrips	PR_TP	14.00	47.00
tblVehicleTrips	PR_TP	29.00	54.00
tblVehicleTrips	PR_TP	34.00	52.00
tblVehicleTrips	ST_TR	23.72	188.53
tblVehicleTrips	ST_TR	322.50	36.00
tblVehicleTrips	ST_TR	616.12	152.33
tblVehicleTrips	ST_TR	177.62	61.74
tblVehicleTrips	SU_TR	11.88	188.53
tblVehicleTrips	SU_TR	322.50	36.00

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

tblVehicleTrips	SU_TR	472.58	152.33
tblVehicleTrips	SU_TR	166.47	61.74
tblVehicleTrips	WD_TR	23.72	188.53
tblVehicleTrips	WD_TR	322.50	36.00
tblVehicleTrips	WD_TR	470.95	152.33
tblVehicleTrips	WD_TR	106.78	61.74

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1574	1.4353	1.4441	3.6100e-003	0.2904	0.0612	0.3516	0.1175	0.0572	0.1747	0.0000	327.3500	327.3500	0.0477	0.0161	333.3439
2023	0.3406	1.2257	1.6216	3.7500e-003	0.1437	0.0525	0.1962	0.0388	0.0493	0.0881	0.0000	337.6487	337.6487	0.0470	0.0130	342.7026
Maximum	0.3406	1.4353	1.6216	3.7500e-003	0.2904	0.0612	0.3516	0.1175	0.0572	0.1747	0.0000	337.6487	337.6487	0.0477	0.0161	342.7026

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1574	1.4353	1.4441	3.6100e-003	0.1971	0.0612	0.2583	0.0708	0.0572	0.1280	0.0000	327.3498	327.3498	0.0477	0.0161	333.3437
2023	0.3406	1.2257	1.6216	3.7500e-003	0.1437	0.0525	0.1962	0.0388	0.0493	0.0881	0.0000	337.6485	337.6485	0.0470	0.0130	342.7023
Maximum	0.3406	1.4353	1.6216	3.7500e-003	0.1971	0.0612	0.2583	0.0708	0.0572	0.1280	0.0000	337.6485	337.6485	0.0477	0.0161	342.7023

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	21.49	0.00	17.03	29.87	0.00	17.76	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2022	9-30-2022	0.8821	0.8821
2	10-1-2022	12-31-2022	0.7078	0.7078
3	1-1-2023	3-31-2023	0.6227	0.6227
4	4-1-2023	6-30-2023	0.6215	0.6215
5	7-1-2023	9-30-2023	0.3143	0.3143
		Highest	0.8821	0.8821

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	0.2469	5.0000e-005	5.6300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0110	0.0110	3.0000e-005	0.0000	0.0117
Energy	0.0140	0.1275	0.1071	7.7000e-004		9.6900e-003	9.6900e-003		9.6900e-003	9.6900e-003	0.0000	490.8780	490.8780	0.0324	6.1500e-003	493.5192
Mobile	1.9040	1.9592	16.4839	0.0331	3.4771	0.0253	3.5024	0.9279	0.0235	0.9514	0.0000	3,062.6861	3,062.6861	0.2354	0.1543	3,114.5489
Waste						0.0000	0.0000		0.0000	0.0000	66.5100	0.0000	66.5100	3.9306	0.0000	164.7757
Water						0.0000	0.0000		0.0000	0.0000	2.4374	18.9639	21.4013	0.2520	6.1100e-003	29.5193
Total	2.1650	2.0868	16.5967	0.0339	3.4771	0.0350	3.5121	0.9279	0.0332	0.9612	68.9474	3,572.5389	3,641.4863	4.4504	0.1665	3,802.3747

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2469	5.0000e-005	5.6300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0110	0.0110	3.0000e-005	0.0000	0.0117
Energy	0.0140	0.1275	0.1071	7.7000e-004		9.6900e-003	9.6900e-003		9.6900e-003	9.6900e-003	0.0000	490.8780	490.8780	0.0324	6.1500e-003	493.5192
Mobile	1.9040	1.9592	16.4839	0.0331	3.4771	0.0253	3.5024	0.9279	0.0235	0.9514	0.0000	3,062.686 1	3,062.686 1	0.2354	0.1543	3,114.548 9
Waste						0.0000	0.0000		0.0000	0.0000	66.5100	0.0000	66.5100	3.9306	0.0000	164.7757
Water						0.0000	0.0000		0.0000	0.0000	2.4374	18.9639	21.4013	0.2520	6.1100e-003	29.5193
Total	2.1650	2.0868	16.5967	0.0339	3.4771	0.0350	3.5121	0.9279	0.0332	0.9612	68.9474	3,572.538 9	3,641.486 3	4.4504	0.1665	3,802.374 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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2022	7/14/2022	5	10	
2	Grading	Grading	7/15/2022	8/11/2022	5	20	
3	Building Construction	Building Construction	8/12/2022	6/29/2023	5	230	

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

4	Paving	Paving	6/30/2023	7/27/2023	5	20
5	Architectural Coating	Architectural Coating	7/28/2023	8/24/2023	5	20

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 20****Acres of Paving: 7.59****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 85,881; Non-Residential Outdoor: 28,627; Striped Parking Area: 20,026 (Architectural Coating – sqft)****OffRoad Equipment**

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

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,125.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	159.00	64.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	32.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	0.0159	0.1654	0.0985	1.9000e-004	0.0983	8.0600e-003	0.1064	0.0505	7.4200e-003	0.0579	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.4000e-004	3.1900e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.7984	0.7984	2.0000e-005	2.0000e-005	0.8054
Total	3.0000e-004	2.4000e-004	3.1900e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.7984	0.7984	2.0000e-005	2.0000e-005	0.8054

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0442	0.0000	0.0442	0.0227	0.0000	0.0227	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	0.0159	0.1654	0.0985	1.9000e-004	0.0442	8.0600e-003	0.0523	0.0227	7.4200e-003	0.0302	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-004	2.4000e-004	3.1900e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.7984	0.7984	2.0000e-005	2.0000e-005	0.8054
Total	3.0000e-004	2.4000e-004	3.1900e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.7984	0.7984	2.0000e-005	2.0000e-005	0.8054

3.3 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0713	0.0000	0.0713	0.0343	0.0000	0.0343	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0195	0.2086	0.1527	3.0000e-004		9.4100e-003	9.4100e-003		8.6600e-003	8.6600e-003	0.0000	26.0548	26.0548	8.4300e-003	0.0000	26.2654
Total	0.0195	0.2086	0.1527	3.0000e-004	0.0713	9.4100e-003	0.0807	0.0343	8.6600e-003	0.0430	0.0000	26.0548	26.0548	8.4300e-003	0.0000	26.2654

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.3500e-003	0.0925	0.0211	3.4000e-004	9.6800e-003	7.3000e-004	0.0104	2.6600e-003	7.0000e-004	3.3600e-003	0.0000	33.8805	33.8805	1.8200e-003	5.3800e-003	35.5287
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	4.1000e-004	5.3100e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3306	1.3306	4.0000e-005	4.0000e-005	1.3423
Total	2.8500e-003	0.0929	0.0264	3.5000e-004	0.0113	7.4000e-004	0.0121	3.1000e-003	7.1000e-004	3.8100e-003	0.0000	35.2111	35.2111	1.8600e-003	5.4200e-003	36.8710

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0321	0.0000	0.0321	0.0155	0.0000	0.0155	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0195	0.2086	0.1527	3.0000e-004		9.4100e-003	9.4100e-003		8.6600e-003	8.6600e-003	0.0000	26.0547	26.0547	8.4300e-003	0.0000	26.2654
Total	0.0195	0.2086	0.1527	3.0000e-004	0.0321	9.4100e-003	0.0415	0.0155	8.6600e-003	0.0241	0.0000	26.0547	26.0547	8.4300e-003	0.0000	26.2654

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.3500e-003	0.0925	0.0211	3.4000e-004	9.6800e-003	7.3000e-004	0.0104	2.6600e-003	7.0000e-004	3.3600e-003	0.0000	33.8805	33.8805	1.8200e-003	5.3800e-003	35.5287
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	4.1000e-004	5.3100e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3306	1.3306	4.0000e-005	4.0000e-005	1.3423
Total	2.8500e-003	0.0929	0.0264	3.5000e-004	0.0113	7.4000e-004	0.0121	3.1000e-003	7.1000e-004	3.8100e-003	0.0000	35.2111	35.2111	1.8600e-003	5.4200e-003	36.8710

3.4 Building Construction - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0862	0.7886	0.8264	1.3600e-003		0.0409	0.0409		0.0384	0.0384	0.0000	117.0213	117.0213	0.0280	0.0000	117.7221
Total	0.0862	0.7886	0.8264	1.3600e-003		0.0409	0.0409		0.0384	0.0384	0.0000	117.0213	117.0213	0.0280	0.0000	117.7221

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.8300e-003	0.1578	0.0524	6.2000e-004	0.0204	1.5700e-003	0.0220	5.8800e-003	1.5100e-003	7.3900e-003	0.0000	60.3155	60.3155	2.0200e-003	8.7500e-003	62.9740
Worker	0.0270	0.0218	0.2845	7.8000e-004	0.0881	5.4000e-004	0.0886	0.0234	4.9000e-004	0.0239	0.0000	71.2293	71.2293	1.9700e-003	1.9200e-003	71.8511
Total	0.0328	0.1796	0.3369	1.4000e-003	0.1085	2.1100e-003	0.1106	0.0293	2.0000e-003	0.0313	0.0000	131.5448	131.5448	3.9900e-003	0.0107	134.8251

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	0.0862	0.7886	0.8264	1.3600e-003		0.0409	0.0409		0.0384	0.0384	0.0000	117.0211	117.0211	0.0280	0.0000	117.7220
Total	0.0862	0.7886	0.8264	1.3600e-003		0.0409	0.0409		0.0384	0.0384	0.0000	117.0211	117.0211	0.0280	0.0000	117.7220

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.8300e-003	0.1578	0.0524	6.2000e-004	0.0204	1.5700e-003	0.0220	5.8800e-003	1.5100e-003	7.3900e-003	0.0000	60.3155	60.3155	2.0200e-003	8.7500e-003	62.9740
Worker	0.0270	0.0218	0.2845	7.8000e-004	0.0881	5.4000e-004	0.0886	0.0234	4.9000e-004	0.0239	0.0000	71.2293	71.2293	1.9700e-003	1.9200e-003	71.8511
Total	0.0328	0.1796	0.3369	1.4000e-003	0.1085	2.1100e-003	0.1106	0.0293	2.0000e-003	0.0313	0.0000	131.5448	131.5448	3.9900e-003	0.0107	134.8251

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1014	0.9278	1.0477	1.7400e-003		0.0451	0.0451		0.0425	0.0425	0.0000	149.5141	149.5141	0.0356	0.0000	150.4032
Total	0.1014	0.9278	1.0477	1.7400e-003		0.0451	0.0451		0.0425	0.0425	0.0000	149.5141	149.5141	0.0356	0.0000	150.4032

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.4600e-003	0.1573	0.0599	7.5000e-004	0.0260	8.7000e-004	0.0269	7.5100e-003	8.4000e-004	8.3500e-003	0.0000	73.4667	73.4667	2.4600e-003	0.0106	76.7004
Worker	0.0320	0.0246	0.3347	9.6000e-004	0.1125	6.4000e-004	0.1132	0.0299	5.9000e-004	0.0305	0.0000	88.0525	88.0525	2.2600e-003	2.2700e-003	88.7842
Total	0.0364	0.1818	0.3945	1.7100e-003	0.1386	1.5100e-003	0.1401	0.0374	1.4300e-003	0.0388	0.0000	161.5191	161.5191	4.7200e-003	0.0129	165.4845

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	0.1014	0.9278	1.0477	1.7400e-003		0.0451	0.0451		0.0425	0.0425	0.0000	149.5139	149.5139	0.0356	0.0000	150.4031
Total	0.1014	0.9278	1.0477	1.7400e-003		0.0451	0.0451		0.0425	0.0425	0.0000	149.5139	149.5139	0.0356	0.0000	150.4031

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.4600e-003	0.1573	0.0599	7.5000e-004	0.0260	8.7000e-004	0.0269	7.5100e-003	8.4000e-004	8.3500e-003	0.0000	73.4667	73.4667	2.4600e-003	0.0106	76.7004
Worker	0.0320	0.0246	0.3347	9.6000e-004	0.1125	6.4000e-004	0.1132	0.0299	5.9000e-004	0.0305	0.0000	88.0525	88.0525	2.2600e-003	2.2700e-003	88.7842
Total	0.0364	0.1818	0.3945	1.7100e-003	0.1386	1.5100e-003	0.1401	0.0374	1.4300e-003	0.0388	0.0000	161.5191	161.5191	4.7200e-003	0.0129	165.4845

3.5 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888
Paving	9.9400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0203	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7000e-004	3.6000e-004	4.8900e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2879	1.2879	3.0000e-005	3.0000e-005	1.2986
Total	4.7000e-004	3.6000e-004	4.8900e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2879	1.2879	3.0000e-005	3.0000e-005	1.2986

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	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888
Paving	9.9400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0203	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7000e-004	3.6000e-004	4.8900e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2879	1.2879	3.0000e-005	3.0000e-005	1.2986
Total	4.7000e-004	3.6000e-004	4.8900e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2879	1.2879	3.0000e-005	3.0000e-005	1.2986

3.6 Architectural Coating - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1791					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	0.1810	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-003	7.7000e-004	0.0104	3.0000e-005	3.5100e-003	2.0000e-005	3.5300e-003	9.3000e-004	2.0000e-005	9.5000e-004	0.0000	2.7475	2.7475	7.0000e-005	7.0000e-005	2.7703
Total	1.0000e-003	7.7000e-004	0.0104	3.0000e-005	3.5100e-003	2.0000e-005	3.5300e-003	9.3000e-004	2.0000e-005	9.5000e-004	0.0000	2.7475	2.7475	7.0000e-005	7.0000e-005	2.7703

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	0.1791					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	0.1810	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-003	7.7000e-004	0.0104	3.0000e-005	3.5100e-003	2.0000e-005	3.5300e-003	9.3000e-004	2.0000e-005	9.5000e-004	0.0000	2.7475	2.7475	7.0000e-005	7.0000e-005	2.7703
Total	1.0000e-003	7.7000e-004	0.0104	3.0000e-005	3.5100e-003	2.0000e-005	3.5300e-003	9.3000e-004	2.0000e-005	9.5000e-004	0.0000	2.7475	2.7475	7.0000e-005	7.0000e-005	2.7703

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

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.9040	1.9592	16.4839	0.0331	3.4771	0.0253	3.5024	0.9279	0.0235	0.9514	0.0000	3,062.686 1	3,062.686 1	0.2354	0.1543	3,114.548 9
Unmitigated	1.9040	1.9592	16.4839	0.0331	3.4771	0.0253	3.5024	0.9279	0.0235	0.9514	0.0000	3,062.686 1	3,062.686 1	0.2354	0.1543	3,114.548 9

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	776.74	776.74	776.74	1,040,488	1,040,488
Convenience Market with Gas Pumps	576.00	576.00	576.00	1,033,394	1,033,394
Fast Food Restaurant with Drive Thru	913.98	913.98	913.98	1,807,660	1,807,660
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Supermarket	2,657.91	2,657.91	2,657.91	5,354,721	5,354,721
Total	4,924.63	4,924.63	4,924.63	9,236,263	9,236,263

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market with Gas	16.60	8.40	6.90	0.80	80.20	19.00	47	53	0
Fast Food Restaurant with Drive Thru	16.60	8.40	6.90	2.20	78.80	19.00	54	46	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	52	48	0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Convenience Market with Gas Pumps	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Fast Food Restaurant with Drive Thru	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Other Asphalt Surfaces	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Parking Lot	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Supermarket	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	352.0483	352.0483	0.0297	3.6000e-003	353.8645
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	352.0483	352.0483	0.0297	3.6000e-003	353.8645
Natural Gas Mitigated	0.0140	0.1275	0.1071	7.7000e-004		9.6900e-003	9.6900e-003		9.6900e-003	9.6900e-003	0.0000	138.8297	138.8297	2.6600e-003	2.5500e-003	139.6547
Natural Gas Unmitigated	0.0140	0.1275	0.1071	7.7000e-004		9.6900e-003	9.6900e-003		9.6900e-003	9.6900e-003	0.0000	138.8297	138.8297	2.6600e-003	2.5500e-003	139.6547

Elsinore v4 rev - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	133070	7.2000e-004	6.5200e-003	5.4800e-003	4.0000e-005		5.0000e-004	5.0000e-004		5.0000e-004	5.0000e-004	0.0000	7.1011	7.1011	1.4000e-004	1.3000e-004	7.1433
Convenience Market with Gas Pumps	8993.6	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4799	0.4799	1.0000e-005	1.0000e-005	0.4828
Fast Food Restaurant with Drive Thru	1.63596e+006	8.8200e-003	0.0802	0.0674	4.8000e-004		6.0900e-003	6.0900e-003		6.0900e-003	6.0900e-003	0.0000	87.3011	87.3011	1.6700e-003	1.6000e-003	87.8198
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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
Supermarket	823547	4.4400e-003	0.0404	0.0339	2.4000e-004		3.0700e-003	3.0700e-003		3.0700e-003	3.0700e-003	0.0000	43.9476	43.9476	8.4000e-004	8.1000e-004	44.2087
Total		0.0140	0.1275	0.1071	7.6000e-004		9.6900e-003	9.6900e-003		9.6900e-003	9.6900e-003	0.0000	138.8297	138.8297	2.6600e-003	2.5500e-003	139.6547

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	133070	7.2000e-004	6.5200e-003	5.4800e-003	4.0000e-005		5.0000e-004	5.0000e-004		5.0000e-004	5.0000e-004	0.0000	7.1011	7.1011	1.4000e-004	1.3000e-004	7.1433
Convenience Market with Gas Pumps	8993.6	5.0000e-005	4.4000e-004	3.7000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.4799	0.4799	1.0000e-005	1.0000e-005	0.4828
Fast Food Restaurant with Drive Thru	1.63596e+006	8.8200e-003	0.0802	0.0674	4.8000e-004		6.0900e-003	6.0900e-003		6.0900e-003	6.0900e-003	0.0000	87.3011	87.3011	1.6700e-003	1.6000e-003	87.8198
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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
Supermarket	823547	4.4400e-003	0.0404	0.0339	2.4000e-004		3.0700e-003	3.0700e-003		3.0700e-003	3.0700e-003	0.0000	43.9476	43.9476	8.4000e-004	8.1000e-004	44.2087
Total		0.0140	0.1275	0.1071	7.6000e-004		9.6900e-003	9.6900e-003		9.6900e-003	9.6900e-003	0.0000	138.8297	138.8297	2.6600e-003	2.5500e-003	139.6547

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	40830.7	7.2412	6.1000e-004	7.0000e-005	7.2785
Convenience Market with Gas Pumps	49628.3	8.8014	7.4000e-004	9.0000e-005	8.8468
Fast Food Restaurant with Drive Thru	276960	49.1176	4.1500e-003	5.0000e-004	49.3710
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	51520	9.1368	7.7000e-004	9.0000e-005	9.1840
Supermarket	1.56616e+006	277.7513	0.0234	2.8400e-003	279.1842
Total		352.0483	0.0297	3.5900e-003	353.8645

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	40830.7	7.2412	6.1000e-004	7.0000e-005	7.2785
Convenience Market with Gas Pumps	49628.3	8.8014	7.4000e-004	9.0000e-005	8.8468
Fast Food Restaurant with Drive Thru	276960	49.1176	4.1500e-003	5.0000e-004	49.3710
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	51520	9.1368	7.7000e-004	9.0000e-005	9.1840
Supermarket	1.56616e+006	277.7513	0.0234	2.8400e-003	279.1842
Total		352.0483	0.0297	3.5900e-003	353.8645

6.0 Area Detail**6.1 Mitigation Measures Area**

Elsinore v4 rev - South Coast AQMD Air District, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2469	5.0000e-005	5.6300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0110	0.0110	3.0000e-005	0.0000	0.0117
Unmitigated	0.2469	5.0000e-005	5.6300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0110	0.0110	3.0000e-005	0.0000	0.0117

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	0.0179					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2285					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.2000e-004	5.0000e-005	5.6300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0110	0.0110	3.0000e-005	0.0000	0.0117
Total	0.2469	5.0000e-005	5.6300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0110	0.0110	3.0000e-005	0.0000	0.0117

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0179					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2285					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.2000e-004	5.0000e-005	5.6300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0110	0.0110	3.0000e-005	0.0000	0.0117
Total	0.2469	5.0000e-005	5.6300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0110	0.0110	3.0000e-005	0.0000	0.0117

7.0 Water Detail**7.1 Mitigation Measures Water**

Elsinore v4 rev - South Coast AQMD Air District, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	21.4013	0.2520	6.1100e-003	29.5193
Unmitigated	21.4013	0.2520	6.1100e-003	29.5193

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**7.2 Water by Land Use****Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.387614 / 0.23757	1.4861	0.0128	3.1000e-004	1.8978
Convenience Market with Gas Pumps	0.167315 / 0.102548	0.6415	5.5000e-003	1.3000e-004	0.8192
Fast Food Restaurant with Drive Thru	1.8212 / 0.116247	5.0124	0.0597	1.4500e-003	6.9364
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Supermarket	5.3067 / 0.164125	14.2613	0.1740	4.2100e-003	19.8658
Total		21.4013	0.2520	6.1000e-003	29.5193

Elsinore v4 rev - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.387614 / 0.23757	1.4861	0.0128	3.1000e-004	1.8978
Convenience Market with Gas Pumps	0.167315 / 0.102548	0.6415	5.5000e-003	1.3000e-004	0.8192
Fast Food Restaurant with Drive Thru	1.8212 / 0.116247	5.0124	0.0597	1.4500e-003	6.9364
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Supermarket	5.3067 / 0.164125	14.2613	0.1740	4.2100e-003	19.8658
Total		21.4013	0.2520	6.1000e-003	29.5193

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Elsinore v4 rev - South Coast AQMD Air District, Annual

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

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	66.5100	3.9306	0.0000	164.7757
Unmitigated	66.5100	3.9306	0.0000	164.7757

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	15.74	3.1951	0.1888	0.0000	7.9157
Fast Food Restaurant with Drive Thru	69.11	14.0287	0.8291	0.0000	34.7555
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Supermarket	242.8	49.2862	2.9127	0.0000	122.1045
Total		66.5100	3.9306	0.0000	164.7757

Elsinore v4 rev - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	15.74	3.1951	0.1888	0.0000	7.9157
Fast Food Restaurant with Drive Thru	69.11	14.0287	0.8291	0.0000	34.7555
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Supermarket	242.8	49.2862	2.9127	0.0000	122.1045
Total		66.5100	3.9306	0.0000	164.7757

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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Elsinore v4 rev - South Coast AQMD Air District, Annual

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

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Elsinore v4 rev****South Coast AQMD Air District, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	4.28	Acre	4.28	186,567.48	0
Parking Lot	368.00	Space	3.31	147,200.00	0
Fast Food Restaurant with Drive Thru	6.00	1000sqft	0.14	6,000.00	0
Automobile Care Center	4.12	1000sqft	0.09	4,116.00	0
Convenience Market with Gas Pumps	16.00	Pump	0.05	4,088.00	0
Supermarket	43.05	1000sqft	0.99	43,050.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	10			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 368 parking spaces (per 2/9/22 site plan); 4,116 SF carwash; 4,088 SF C-store w/ 16 gas pumps; 43,050 SF supermarket; 6,000 SF (3,000 SF each) fast food restaurants w/ drive thrus, and ~ 4.283 acres of other asphalt surfaces on 8.86 acres.

Construction Phase - No demolition. Construction to start no sooner than 7/1/22.

Grading - 9,000 CY of import per grading plan

Architectural Coating - Per SCAQMD Rule 1113, paints applied to buildings limited to 50g/L VOC content.

Vehicle Trips - Trip Gen per TIA (includes reductions for internal capture and pass-by as applicable): Supermarket=61.74 trips/TSF; Convenience mkt w/16 gas pumps=36 trips/pump; fast food restaurant w/drivethru=152.33trips /TSF; carwash=188.53 trips/TSF.

Elsinore v4 rev - South Coast AQMD Air District, Summer

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

Area Coating - Per SCAQMD Rule 1113, paints applied to buildings limited to 50g/L VOC content.

Construction Off-road Equipment Mitigation - Water exposed area 2 times daily and limit vehicle speed to 15 mph on unpaved roads.

Area Mitigation - Per SCAQMD Rule 1113, paints applied to buildings limited to 50g/L VOC content.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblGrading	MaterialImported	0.00	9,000.00
tblLandUse	LandUseSquareFeet	186,436.80	186,567.48
tblLandUse	LandUseSquareFeet	4,120.00	4,116.00
tblLandUse	LandUseSquareFeet	2,258.80	4,088.00
tblVehicleTrips	DV_TP	21.00	53.00
tblVehicleTrips	DV_TP	21.00	46.00
tblVehicleTrips	DV_TP	30.00	48.00
tblVehicleTrips	PB_TP	65.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PB_TP	36.00	0.00
tblVehicleTrips	PR_TP	14.00	47.00
tblVehicleTrips	PR_TP	29.00	54.00
tblVehicleTrips	PR_TP	34.00	52.00
tblVehicleTrips	ST_TR	23.72	188.53
tblVehicleTrips	ST_TR	322.50	36.00
tblVehicleTrips	ST_TR	616.12	152.33
tblVehicleTrips	ST_TR	177.62	61.74
tblVehicleTrips	SU_TR	11.88	188.53
tblVehicleTrips	SU_TR	322.50	36.00

Elsinore v4 rev - South Coast AQMD Air District, Summer

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

tblVehicleTrips	SU_TR	472.58	152.33
tblVehicleTrips	SU_TR	166.47	61.74
tblVehicleTrips	WD_TR	23.72	188.53
tblVehicleTrips	WD_TR	322.50	36.00
tblVehicleTrips	WD_TR	470.95	152.33
tblVehicleTrips	WD_TR	106.78	61.74

2.0 Emissions Summary

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2321	33.1271	23.4450	0.0652	19.8582	1.6138	21.4720	10.1558	1.4847	11.6405	0.0000	6,759.530 3	6,759.530 3	1.1970	0.5965	6,965.608 6
2023	18.2035	17.0487	22.7362	0.0542	2.1871	0.7232	2.9103	0.5893	0.6806	1.2699	0.0000	5,383.260 0	5,383.260 0	0.7176	0.2176	5,465.298 2
Maximum	18.2035	33.1271	23.4450	0.0652	19.8582	1.6138	21.4720	10.1558	1.4847	11.6405	0.0000	6,759.530 3	6,759.530 3	1.1970	0.5965	6,965.608 6

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2321	33.1271	23.4450	0.0652	9.0469	1.6138	10.6606	4.5995	1.4847	6.0841	0.0000	6,759.530 3	6,759.530 3	1.1970	0.5965	6,965.608 6
2023	18.2035	17.0487	22.7362	0.0542	2.1871	0.7232	2.9103	0.5893	0.6806	1.2699	0.0000	5,383.260 0	5,383.260 0	0.7176	0.2176	5,465.298 2
Maximum	18.2035	33.1271	23.4450	0.0652	9.0469	1.6138	10.6606	4.5995	1.4847	6.0841	0.0000	6,759.530 3	6,759.530 3	1.1970	0.5965	6,965.608 6

Elsinore v4 rev - South Coast AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	49.04	0.00	44.34	51.71	0.00	43.04	0.00	0.00	0.00	0.00	0.00	0.00

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3541	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029
Energy	0.0769	0.6988	0.5870	4.1900e-003		0.0531	0.0531		0.0531	0.0531		838.5400	838.5400	0.0161	0.0154	843.5230
Mobile	11.2032	9.9351	91.0583	0.1886	19.4611	0.1390	19.6001	5.1860	0.1293	5.3152		19,227.2933	19,227.2933	1.3741	0.8948	19,528.2995
Total	12.6342	10.6343	91.6903	0.1928	19.4611	0.1923	19.6534	5.1860	0.1825	5.3685		20,065.9299	20,065.9299	1.3905	0.9102	20,371.9255

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	1.3541	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029
Energy	0.0769	0.6988	0.5870	4.1900e-003		0.0531	0.0531		0.0531	0.0531		838.5400	838.5400	0.0161	0.0154	843.5230
Mobile	11.2032	9.9351	91.0583	0.1886	19.4611	0.1390	19.6001	5.1860	0.1293	5.3152		19,227.2933	19,227.2933	1.3741	0.8948	19,528.2995
Total	12.6342	10.6343	91.6903	0.1928	19.4611	0.1923	19.6534	5.1860	0.1825	5.3685		20,065.9299	20,065.9299	1.3905	0.9102	20,371.9255

Elsinore v4 rev - South Coast AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	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	Site Preparation	Site Preparation	7/1/2022	7/14/2022	5	10	
2	Grading	Grading	7/15/2022	8/11/2022	5	20	
3	Building Construction	Building Construction	8/12/2022	6/29/2023	5	230	
4	Paving	Paving	6/30/2023	7/27/2023	5	20	
5	Architectural Coating	Architectural Coating	7/28/2023	8/24/2023	5	20	

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 20****Acres of Paving: 7.59****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 85,881; Non-Residential Outdoor: 28,627; Striped Parking Area: 20,026 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Elsinore v4 rev - South Coast AQMD Air District, Summer

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

Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
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	1,125.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	159.00	64.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	32.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0620	0.0436	0.6861	1.8200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1000e-003	0.0545		184.0558	184.0558	4.8100e-003	4.4000e-003	185.4883
Total	0.0620	0.0436	0.6861	1.8200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1000e-003	0.0545		184.0558	184.0558	4.8100e-003	4.4000e-003	185.4883

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5
Total	3.1701	33.0835	19.6978	0.0380	8.8457	1.6126	10.4582	4.5461	1.4836	6.0297	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0620	0.0436	0.6861	1.8200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1000e-003	0.0545		184.0558	184.0558	4.8100e-003	4.4000e-003	185.4883
Total	0.0620	0.0436	0.6861	1.8200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1000e-003	0.0545		184.0558	184.0558	4.8100e-003	4.4000e-003	185.4883

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1335	0.0000	7.1335	3.4324	0.0000	3.4324			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	7.1335	0.9409	8.0743	3.4324	0.8656	4.2980		2,872.046 4	2,872.046 4	0.9289		2,895.268 4

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	0.2377	8.7762	2.0974	0.0340	0.9839	0.0734	1.0573	0.2697	0.0702	0.3399		3,734.104 0	3,734.104 0	0.2006	0.5928	3,915.766 6
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0516	0.0363	0.5718	1.5200e-003	0.1677	1.0000e-003	0.1687	0.0445	9.2000e-004	0.0454		153.3798	153.3798	4.0100e-003	3.6700e-003	154.5736
Total	0.2893	8.8125	2.6691	0.0356	1.1516	0.0744	1.2260	0.3142	0.0711	0.3853		3,887.483 8	3,887.483 8	0.2046	0.5965	4,070.340 3

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2101	0.0000	3.2101	1.5446	0.0000	1.5446			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	3.2101	0.9409	4.1509	1.5446	0.8656	2.4102	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4

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	0.2377	8.7762	2.0974	0.0340	0.9839	0.0734	1.0573	0.2697	0.0702	0.3399		3,734.104 0	3,734.104 0	0.2006	0.5928	3,915.766 6
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0516	0.0363	0.5718	1.5200e-003	0.1677	1.0000e-003	0.1687	0.0445	9.2000e-004	0.0454		153.3798	153.3798	4.0100e-003	3.6700e-003	154.5736
Total	0.2893	8.8125	2.6691	0.0356	1.1516	0.0744	1.2260	0.3142	0.0711	0.3853		3,887.483 8	3,887.483 8	0.2046	0.5965	4,070.340 3

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1167	2.9780	1.0210	0.0122	0.4098	0.0311	0.4410	0.1180	0.0298	0.1478		1,316.283 8	1,316.283 8	0.0441	0.1908	1,374.254 9
Worker	0.5474	0.3851	6.0606	0.0161	1.7773	0.0106	1.7879	0.4713	9.7600e-003	0.4811		1,625.826 3	1,625.826 3	0.0425	0.0389	1,638.480 4
Total	0.6641	3.3631	7.0816	0.0283	2.1871	0.0417	2.2288	0.5893	0.0396	0.6289		2,942.110 2	2,942.110 2	0.0866	0.2297	3,012.735 3

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1167	2.9780	1.0210	0.0122	0.4098	0.0311	0.4410	0.1180	0.0298	0.1478		1,316.283 8	1,316.283 8	0.0441	0.1908	1,374.254 9
Worker	0.5474	0.3851	6.0606	0.0161	1.7773	0.0106	1.7879	0.4713	9.7600e-003	0.4811		1,625.826 3	1,625.826 3	0.0425	0.0389	1,638.480 4
Total	0.6641	3.3631	7.0816	0.0283	2.1871	0.0417	2.2288	0.5893	0.0396	0.6289		2,942.110 2	2,942.110 2	0.0866	0.2297	3,012.735 3

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0708	2.3232	0.9146	0.0117	0.4098	0.0135	0.4233	0.1180	0.0129	0.1309		1,254.5979	1,254.5979	0.0422	0.1816	1,309.7769
Worker	0.5076	0.3406	5.5775	0.0156	1.7773	9.9800e-003	1.7872	0.4713	9.1800e-003	0.4805		1,573.4522	1,573.4522	0.0381	0.0359	1,585.1152
Total	0.5784	2.6638	6.4922	0.0272	2.1871	0.0235	2.2106	0.5893	0.0221	0.6115		2,828.0501	2,828.0501	0.0803	0.2176	2,894.8921

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0708	2.3232	0.9146	0.0117	0.4098	0.0135	0.4233	0.1180	0.0129	0.1309		1,254.597 9	1,254.597 9	0.0422	0.1816	1,309.776 9
Worker	0.5076	0.3406	5.5775	0.0156	1.7773	9.9800e-003	1.7872	0.4713	9.1800e-003	0.4805		1,573.452 2	1,573.452 2	0.0381	0.0359	1,585.115 2
Total	0.5784	2.6638	6.4922	0.0272	2.1871	0.0235	2.2106	0.5893	0.0221	0.6115		2,828.050 1	2,828.050 1	0.0803	0.2176	2,894.892 1

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.9943					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.0270	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0479	0.0321	0.5262	1.4700e-003	0.1677	9.4000e-004	0.1686	0.0445	8.7000e-004	0.0453		148.4389	148.4389	3.6000e-003	3.3900e-003	149.5392
Total	0.0479	0.0321	0.5262	1.4700e-003	0.1677	9.4000e-004	0.1686	0.0445	8.7000e-004	0.0453		148.4389	148.4389	3.6000e-003	3.3900e-003	149.5392

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.9943					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.0270	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0479	0.0321	0.5262	1.4700e-003	0.1677	9.4000e-004	0.1686	0.0445	8.7000e-004	0.0453		148.4389	148.4389	3.6000e-003	3.3900e-003	149.5392
Total	0.0479	0.0321	0.5262	1.4700e-003	0.1677	9.4000e-004	0.1686	0.0445	8.7000e-004	0.0453		148.4389	148.4389	3.6000e-003	3.3900e-003	149.5392

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	17.9096					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	18.1013	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1022	0.0686	1.1225	3.1300e-003	0.3577	2.0100e-003	0.3597	0.0949	1.8500e-003	0.0967		316.6696	316.6696	7.6800e-003	7.2300e-003	319.0169
Total	0.1022	0.0686	1.1225	3.1300e-003	0.3577	2.0100e-003	0.3597	0.0949	1.8500e-003	0.0967		316.6696	316.6696	7.6800e-003	7.2300e-003	319.0169

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	17.9096					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	18.1013	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1022	0.0686	1.1225	3.1300e-003	0.3577	2.0100e-003	0.3597	0.0949	1.8500e-003	0.0967		316.6696	316.6696	7.6800e-003	7.2300e-003	319.0169
Total	0.1022	0.0686	1.1225	3.1300e-003	0.3577	2.0100e-003	0.3597	0.0949	1.8500e-003	0.0967		316.6696	316.6696	7.6800e-003	7.2300e-003	319.0169

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	11.2032	9.9351	91.0583	0.1886	19.4611	0.1390	19.6001	5.1860	0.1293	5.3152		19,227.29 33	19,227.29 33	1.3741	0.8948	19,528.29 95
Unmitigated	11.2032	9.9351	91.0583	0.1886	19.4611	0.1390	19.6001	5.1860	0.1293	5.3152		19,227.29 33	19,227.29 33	1.3741	0.8948	19,528.29 95

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	776.74	776.74	776.74	1,040,488	1,040,488
Convenience Market with Gas Pumps	576.00	576.00	576.00	1,033,394	1,033,394
Fast Food Restaurant with Drive Thru	913.98	913.98	913.98	1,807,660	1,807,660
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Supermarket	2,657.91	2,657.91	2,657.91	5,354,721	5,354,721
Total	4,924.63	4,924.63	4,924.63	9,236,263	9,236,263

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

Elsinore v4 rev - South Coast AQMD Air District, Summer

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

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
Convenience Market with Gas	16.60	8.40	6.90	0.80	80.20	19.00	47	53	0
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	54	46	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	52	48	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Convenience Market with Gas Pumps	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Fast Food Restaurant with Drive Thru	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Other Asphalt Surfaces	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Parking Lot	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Supermarket	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Elsinore v4 rev - South Coast AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0769	0.6988	0.5870	4.1900e-003		0.0531	0.0531		0.0531	0.0531		838.5400	838.5400	0.0161	0.0154	843.5230
NaturalGas Unmitigated	0.0769	0.6988	0.5870	4.1900e-003		0.0531	0.0531		0.0531	0.0531		838.5400	838.5400	0.0161	0.0154	843.5230

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	364.576	3.9300e-003	0.0357	0.0300	2.1000e-004		2.7200e-003	2.7200e-003		2.7200e-003	2.7200e-003		42.8913	42.8913	8.2000e-004	7.9000e-004	43.1462
Convenience Market with Gas Pumps	24.64	2.7000e-004	2.4200e-003	2.0300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8988	2.8988	6.0000e-005	5.0000e-005	2.9161
Fast Food Restaurant with Drive Thru	4482.08	0.0483	0.4394	0.3691	2.6400e-003		0.0334	0.0334		0.0334	0.0334		527.3038	527.3038	0.0101	9.6700e-003	530.4373
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Supermarket	2256.29	0.0243	0.2212	0.1858	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.4461	265.4461	5.0900e-003	4.8700e-003	267.0235
Total		0.0769	0.6988	0.5870	4.1900e-003		0.0531	0.0531		0.0531	0.0531		838.5400	838.5400	0.0161	0.0154	843.5230

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.364576	3.9300e-003	0.0357	0.0300	2.1000e-004		2.7200e-003	2.7200e-003		2.7200e-003	2.7200e-003		42.8913	42.8913	8.2000e-004	7.9000e-004	43.1462
Convenience Market with Gas Pumps	0.02464	2.7000e-004	2.4200e-003	2.0300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8988	2.8988	6.0000e-005	5.0000e-005	2.9161
Fast Food Restaurant with Drive Thru	4.48208	0.0483	0.4394	0.3691	2.6400e-003		0.0334	0.0334		0.0334	0.0334		527.3038	527.3038	0.0101	9.6700e-003	530.4373
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Supermarket	2.25629	0.0243	0.2212	0.1858	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.4461	265.4461	5.0900e-003	4.8700e-003	267.0235
Total		0.0769	0.6988	0.5870	4.1900e-003		0.0531	0.0531		0.0531	0.0531		838.5400	838.5400	0.0161	0.0154	843.5230

6.0 Area Detail**6.1 Mitigation Measures Area**

Elsinore v4 rev - South Coast AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3541	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029
Unmitigated	1.3541	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029

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	0.0981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2519					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.1500e-003	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029
Total	1.3541	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****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	0.0981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2519					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.1500e-003	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029
Total	1.3541	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029

7.0 Water Detail**7.1 Mitigation Measures Water**

Elsinore v4 rev - South Coast AQMD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

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

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Elsinore v4 rev**

South Coast AQMD Air District, Winter

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	4.28	Acre	4.28	186,567.48	0
Parking Lot	368.00	Space	3.31	147,200.00	0
Fast Food Restaurant with Drive Thru	6.00	1000sqft	0.14	6,000.00	0
Automobile Care Center	4.12	1000sqft	0.09	4,116.00	0
Convenience Market with Gas Pumps	16.00	Pump	0.05	4,088.00	0
Supermarket	43.05	1000sqft	0.99	43,050.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	10			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 368 parking spaces (per 2/9/22 site plan); 4,116 SF carwash; 4,088 SF C-store w/ 16 gas pumps; 43,050 SF supermarket; 6,000 SF (3,000 SF each) fast food restaurants w/ drive thrus, and ~ 4.283 acres of other asphalt surfaces on 8.86 acres.

Construction Phase - No demolition. Construction to start no sooner than 7/1/22.

Grading - 9,000 CY of import per grading plan

Architectural Coating - Per SCAQMD Rule 1113, paints applied to buildings limited to 50g/L VOC content.

Vehicle Trips - Trip Gen per TIA (includes reductions for internal capture and pass-by as applicable): Supermarket=61.74 trips/TSF; Convenience mkt w/16 gas pumps=36 trips/pump; fast food restaurant w/drivethru=152.33trips /TSF; carwash=188.53 trips/TSF.

Elsinore v4 rev - South Coast AQMD Air District, Winter

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

Area Coating - Per SCAQMD Rule 1113, paints applied to buildings limited to 50g/L VOC content.

Construction Off-road Equipment Mitigation - Water exposed area 2 times daily and limit vehicle speed to 15 mph on unpaved roads.

Area Mitigation - Per SCAQMD Rule 1113, paints applied to buildings limited to 50g/L VOC content.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblGrading	MaterialImported	0.00	9,000.00
tblLandUse	LandUseSquareFeet	186,436.80	186,567.48
tblLandUse	LandUseSquareFeet	4,120.00	4,116.00
tblLandUse	LandUseSquareFeet	2,258.80	4,088.00
tblVehicleTrips	DV_TP	21.00	53.00
tblVehicleTrips	DV_TP	21.00	46.00
tblVehicleTrips	DV_TP	30.00	48.00
tblVehicleTrips	PB_TP	65.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PB_TP	36.00	0.00
tblVehicleTrips	PR_TP	14.00	47.00
tblVehicleTrips	PR_TP	29.00	54.00
tblVehicleTrips	PR_TP	34.00	52.00
tblVehicleTrips	ST_TR	23.72	188.53
tblVehicleTrips	ST_TR	322.50	36.00
tblVehicleTrips	ST_TR	616.12	152.33
tblVehicleTrips	ST_TR	177.62	61.74
tblVehicleTrips	SU_TR	11.88	188.53
tblVehicleTrips	SU_TR	322.50	36.00

Elsinore v4 rev - South Coast AQMD Air District, Winter

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

tblVehicleTrips	SU_TR	472.58	152.33
tblVehicleTrips	SU_TR	166.47	61.74
tblVehicleTrips	WD_TR	23.72	188.53
tblVehicleTrips	WD_TR	322.50	36.00
tblVehicleTrips	WD_TR	470.95	152.33
tblVehicleTrips	WD_TR	106.78	61.74

2.0 Emissions Summary

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2353	33.1312	22.8999	0.0651	19.8582	1.6138	21.4720	10.1558	1.4847	11.6405	0.0000	6,751.987 4	6,751.987 4	1.1970	0.5969	6,958.194 0
2023	18.2091	17.1958	22.2357	0.0533	2.1871	0.7233	2.9104	0.5893	0.6806	1.2699	0.0000	5,294.220 0	5,294.220 0	0.7176	0.2202	5,377.061 5
Maximum	18.2091	33.1312	22.8999	0.0651	19.8582	1.6138	21.4720	10.1558	1.4847	11.6405	0.0000	6,751.987 4	6,751.987 4	1.1970	0.5969	6,958.194 0

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2353	33.1312	22.8999	0.0651	9.0469	1.6138	10.6606	4.5995	1.4847	6.0841	0.0000	6,751.987 4	6,751.987 4	1.1970	0.5969	6,958.194 0
2023	18.2091	17.1958	22.2357	0.0533	2.1871	0.7233	2.9104	0.5893	0.6806	1.2699	0.0000	5,294.220 0	5,294.220 0	0.7176	0.2202	5,377.061 5
Maximum	18.2091	33.1312	22.8999	0.0651	9.0469	1.6138	10.6606	4.5995	1.4847	6.0841	0.0000	6,751.987 4	6,751.987 4	1.1970	0.5969	6,958.194 0

Elsinore v4 rev - South Coast AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	49.04	0.00	44.34	51.71	0.00	43.04	0.00	0.00	0.00	0.00	0.00	0.00

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3541	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029
Energy	0.0769	0.6988	0.5870	4.1900e-003		0.0531	0.0531		0.0531	0.0531		838.5400	838.5400	0.0161	0.0154	843.5230
Mobile	10.6646	10.6764	89.9823	0.1800	19.4611	0.1391	19.6003	5.1860	0.1294	5.3154		18,356.8663	18,356.8663	1.4369	0.9318	18,670.4723
Total	12.0956	11.3756	90.6143	0.1842	19.4611	0.1924	19.6535	5.1860	0.1826	5.3686		19,195.5030	19,195.5030	1.4532	0.9472	19,514.0983

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	1.3541	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029
Energy	0.0769	0.6988	0.5870	4.1900e-003		0.0531	0.0531		0.0531	0.0531		838.5400	838.5400	0.0161	0.0154	843.5230
Mobile	10.6646	10.6764	89.9823	0.1800	19.4611	0.1391	19.6003	5.1860	0.1294	5.3154		18,356.8663	18,356.8663	1.4369	0.9318	18,670.4723
Total	12.0956	11.3756	90.6143	0.1842	19.4611	0.1924	19.6535	5.1860	0.1826	5.3686		19,195.5030	19,195.5030	1.4532	0.9472	19,514.0983

Elsinore v4 rev - South Coast AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	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	Site Preparation	Site Preparation	7/1/2022	7/14/2022	5	10	
2	Grading	Grading	7/15/2022	8/11/2022	5	20	
3	Building Construction	Building Construction	8/12/2022	6/29/2023	5	230	
4	Paving	Paving	6/30/2023	7/27/2023	5	20	
5	Architectural Coating	Architectural Coating	7/28/2023	8/24/2023	5	20	

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 20****Acres of Paving: 7.59****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 85,881; Non-Residential Outdoor: 28,627; Striped Parking Area: 20,026 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Elsinore v4 rev - South Coast AQMD Air District, Winter

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

Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
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	1,125.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	159.00	64.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	32.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	3.1701	33.0835	19.6978	0.0380	19.6570	1.6126	21.2696	10.1025	1.4836	11.5860		3,686.0619	3,686.0619	1.1922		3,715.8655

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0652	0.0477	0.6202	1.7200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1000e-003	0.0545		173.3539	173.3539	4.8700e-003	4.6700e-003	174.8680
Total	0.0652	0.0477	0.6202	1.7200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1000e-003	0.0545		173.3539	173.3539	4.8700e-003	4.6700e-003	174.8680

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Site Preparation - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5
Total	3.1701	33.0835	19.6978	0.0380	8.8457	1.6126	10.4582	4.5461	1.4836	6.0297	0.0000	3,686.061 9	3,686.061 9	1.1922		3,715.865 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0652	0.0477	0.6202	1.7200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1000e-003	0.0545		173.3539	173.3539	4.8700e-003	4.6700e-003	174.8680
Total	0.0652	0.0477	0.6202	1.7200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1000e-003	0.0545		173.3539	173.3539	4.8700e-003	4.6700e-003	174.8680

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2022****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.1335	0.0000	7.1335	3.4324	0.0000	3.4324			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	7.1335	0.9409	8.0743	3.4324	0.8656	4.2980		2,872.046 4	2,872.046 4	0.9289		2,895.268 4

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	0.2311	9.1618	2.1368	0.0341	0.9839	0.0735	1.0574	0.2697	0.0703	0.3400		3,735.479 5	3,735.479 5	0.2002	0.5930	3,917.202 3
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0543	0.0397	0.5169	1.4300e-003	0.1677	1.0000e-003	0.1687	0.0445	9.2000e-004	0.0454		144.4616	144.4616	4.0600e-003	3.8900e-003	145.7233
Total	0.2854	9.2016	2.6537	0.0355	1.1516	0.0745	1.2261	0.3142	0.0713	0.3854		3,879.941 0	3,879.941 0	0.2043	0.5969	4,062.925 6

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.3 Grading - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2101	0.0000	3.2101	1.5446	0.0000	1.5446			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4
Total	1.9486	20.8551	15.2727	0.0297	3.2101	0.9409	4.1509	1.5446	0.8656	2.4102	0.0000	2,872.046 4	2,872.046 4	0.9289		2,895.268 4

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	0.2311	9.1618	2.1368	0.0341	0.9839	0.0735	1.0574	0.2697	0.0703	0.3400		3,735.479 5	3,735.479 5	0.2002	0.5930	3,917.202 3
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0543	0.0397	0.5169	1.4300e-003	0.1677	1.0000e-003	0.1687	0.0445	9.2000e-004	0.0454		144.4616	144.4616	4.0600e-003	3.8900e-003	145.7233
Total	0.2854	9.2016	2.6537	0.0355	1.1516	0.0745	1.2261	0.3142	0.0713	0.3854		3,879.941 0	3,879.941 0	0.2043	0.5969	4,062.925 6

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2022****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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1146	3.1080	1.0577	0.0122	0.4098	0.0313	0.4411	0.1180	0.0299	0.1479		1,316.9428	1,316.9428	0.0440	0.1911	1,374.9841
Worker	0.5759	0.4213	5.4788	0.0152	1.7773	0.0106	1.7879	0.4713	9.7600e-003	0.4811		1,531.2924	1,531.2924	0.0430	0.0413	1,544.6674
Total	0.6905	3.5293	6.5365	0.0274	2.1871	0.0419	2.2289	0.5893	0.0397	0.6290		2,848.2352	2,848.2352	0.0870	0.2324	2,919.6515

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2022****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1146	3.1080	1.0577	0.0122	0.4098	0.0313	0.4411	0.1180	0.0299	0.1479		1,316.9428	1,316.9428	0.0440	0.1911	1,374.9841
Worker	0.5759	0.4213	5.4788	0.0152	1.7773	0.0106	1.7879	0.4713	9.7600e-003	0.4811		1,531.2924	1,531.2924	0.0430	0.0413	1,544.6674
Total	0.6905	3.5293	6.5365	0.0274	2.1871	0.0419	2.2289	0.5893	0.0397	0.6290		2,848.2352	2,848.2352	0.0870	0.2324	2,919.6515

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0677	2.4384	0.9441	0.0117	0.4098	0.0136	0.4234	0.1180	0.0130	0.1310		1,256.8662	1,256.8662	0.0420	0.1821	1,312.1854
Worker	0.5358	0.3725	5.0475	0.0147	1.7773	9.9800e-003	1.7872	0.4713	9.1800e-003	0.4805		1,482.1439	1,482.1439	0.0387	0.0381	1,494.4701
Total	0.6035	2.8109	5.9917	0.0263	2.1871	0.0236	2.2106	0.5893	0.0222	0.6115		2,739.0101	2,739.0101	0.0806	0.2202	2,806.6555

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.4 Building Construction - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0677	2.4384	0.9441	0.0117	0.4098	0.0136	0.4234	0.1180	0.0130	0.1310		1,256.8662	1,256.8662	0.0420	0.1821	1,312.1854
Worker	0.5358	0.3725	5.0475	0.0147	1.7773	9.9800e-003	1.7872	0.4713	9.1800e-003	0.4805		1,482.1439	1,482.1439	0.0387	0.0381	1,494.4701
Total	0.6035	2.8109	5.9917	0.0263	2.1871	0.0236	2.2106	0.5893	0.0222	0.6115		2,739.0101	2,739.0101	0.0806	0.2202	2,806.6555

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.9943					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.0270	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0506	0.0351	0.4762	1.3800e-003	0.1677	9.4000e-004	0.1686	0.0445	8.7000e-004	0.0453		139.8249	139.8249	3.6500e-003	3.6000e-003	140.9878
Total	0.0506	0.0351	0.4762	1.3800e-003	0.1677	9.4000e-004	0.1686	0.0445	8.7000e-004	0.0453		139.8249	139.8249	3.6500e-003	3.6000e-003	140.9878

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.5 Paving - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.9943					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.0270	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0506	0.0351	0.4762	1.3800e-003	0.1677	9.4000e-004	0.1686	0.0445	8.7000e-004	0.0453		139.8249	139.8249	3.6500e-003	3.6000e-003	140.9878
Total	0.0506	0.0351	0.4762	1.3800e-003	0.1677	9.4000e-004	0.1686	0.0445	8.7000e-004	0.0453		139.8249	139.8249	3.6500e-003	3.6000e-003	140.9878

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	17.9096					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	18.1013	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1078	0.0750	1.0159	2.9500e-003	0.3577	2.0100e-003	0.3597	0.0949	1.8500e-003	0.0967		298.2931	298.2931	7.7800e-003	7.6700e-003	300.7739
Total	0.1078	0.0750	1.0159	2.9500e-003	0.3577	2.0100e-003	0.3597	0.0949	1.8500e-003	0.0967		298.2931	298.2931	7.7800e-003	7.6700e-003	300.7739

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Architectural Coating - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	17.9096					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	18.1013	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1078	0.0750	1.0159	2.9500e-003	0.3577	2.0100e-003	0.3597	0.0949	1.8500e-003	0.0967		298.2931	298.2931	7.7800e-003	7.6700e-003	300.7739
Total	0.1078	0.0750	1.0159	2.9500e-003	0.3577	2.0100e-003	0.3597	0.0949	1.8500e-003	0.0967		298.2931	298.2931	7.7800e-003	7.6700e-003	300.7739

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	10.6646	10.6764	89.9823	0.1800	19.4611	0.1391	19.6003	5.1860	0.1294	5.3154		18,356.8663	18,356.8663	1.4369	0.9318	18,670.4723
Unmitigated	10.6646	10.6764	89.9823	0.1800	19.4611	0.1391	19.6003	5.1860	0.1294	5.3154		18,356.8663	18,356.8663	1.4369	0.9318	18,670.4723

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	776.74	776.74	776.74	1,040,488	1,040,488
Convenience Market with Gas Pumps	576.00	576.00	576.00	1,033,394	1,033,394
Fast Food Restaurant with Drive Thru	913.98	913.98	913.98	1,807,660	1,807,660
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Supermarket	2,657.91	2,657.91	2,657.91	5,354,721	5,354,721
Total	4,924.63	4,924.63	4,924.63	9,236,263	9,236,263

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	16.60	8.40	6.90	0.80	80.20	19.00	47	53	0
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	54	46	0
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	52	48	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Convenience Market with Gas Pumps	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Fast Food Restaurant with Drive Thru	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Other Asphalt Surfaces	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Parking Lot	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721
Supermarket	0.542450	0.061470	0.185138	0.129299	0.023799	0.006448	0.011958	0.009209	0.000810	0.000503	0.024446	0.000751	0.003721

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0769	0.6988	0.5870	4.1900e-003		0.0531	0.0531		0.0531	0.0531		838.5400	838.5400	0.0161	0.0154	843.5230
NaturalGas Unmitigated	0.0769	0.6988	0.5870	4.1900e-003		0.0531	0.0531		0.0531	0.0531		838.5400	838.5400	0.0161	0.0154	843.5230

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	364.576	3.9300e-003	0.0357	0.0300	2.1000e-004		2.7200e-003	2.7200e-003		2.7200e-003	2.7200e-003		42.8913	42.8913	8.2000e-004	7.9000e-004	43.1462
Convenience Market with Gas Pumps	24.64	2.7000e-004	2.4200e-003	2.0300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8988	2.8988	6.0000e-005	5.0000e-005	2.9161
Fast Food Restaurant with Drive Thru	4482.08	0.0483	0.4394	0.3691	2.6400e-003		0.0334	0.0334		0.0334	0.0334		527.3038	527.3038	0.0101	9.6700e-003	530.4373
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Supermarket	2256.29	0.0243	0.2212	0.1858	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.4461	265.4461	5.0900e-003	4.8700e-003	267.0235
Total		0.0769	0.6988	0.5870	4.1900e-003		0.0531	0.0531		0.0531	0.0531		838.5400	838.5400	0.0161	0.0154	843.5230

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Automobile Care Center	0.364576	3.9300e-003	0.0357	0.0300	2.1000e-004		2.7200e-003	2.7200e-003		2.7200e-003	2.7200e-003		42.8913	42.8913	8.2000e-004	7.9000e-004	43.1462
Convenience Market with Gas Pumps	0.02464	2.7000e-004	2.4200e-003	2.0300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		2.8988	2.8988	6.0000e-005	5.0000e-005	2.9161
Fast Food Restaurant with Drive Thru	4.48208	0.0483	0.4394	0.3691	2.6400e-003		0.0334	0.0334		0.0334	0.0334		527.3038	527.3038	0.0101	9.6700e-003	530.4373
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
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
Supermarket	2.25629	0.0243	0.2212	0.1858	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.4461	265.4461	5.0900e-003	4.8700e-003	267.0235
Total		0.0769	0.6988	0.5870	4.1900e-003		0.0531	0.0531		0.0531	0.0531		838.5400	838.5400	0.0161	0.0154	843.5230

6.0 Area Detail**6.1 Mitigation Measures Area**

Elsinore v4 rev - South Coast AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3541	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029
Unmitigated	1.3541	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029

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	0.0981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2519					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.1500e-003	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029
Total	1.3541	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029

Elsinore v4 rev - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2519					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.1500e-003	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029
Total	1.3541	4.1000e-004	0.0450	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0966	0.0966	2.5000e-004		0.1029

7.0 Water Detail**7.1 Mitigation Measures Water**

Elsinore v4 rev - South Coast AQMD Air District, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

11.0 Vegetation

C





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January 26, 2021
Project No. 21-10899

Maria G. Ruvalcaba
Business Development
Salem Engineering Group, Inc.
(909) 489-8515
Via email: maria@salem.net

Subject: Health Risk Assessment Screening Analysis Letter for the Lake Elsinore Commercial Project, Lake Elsinore, California

Dear Ms. Ruvalcaba:

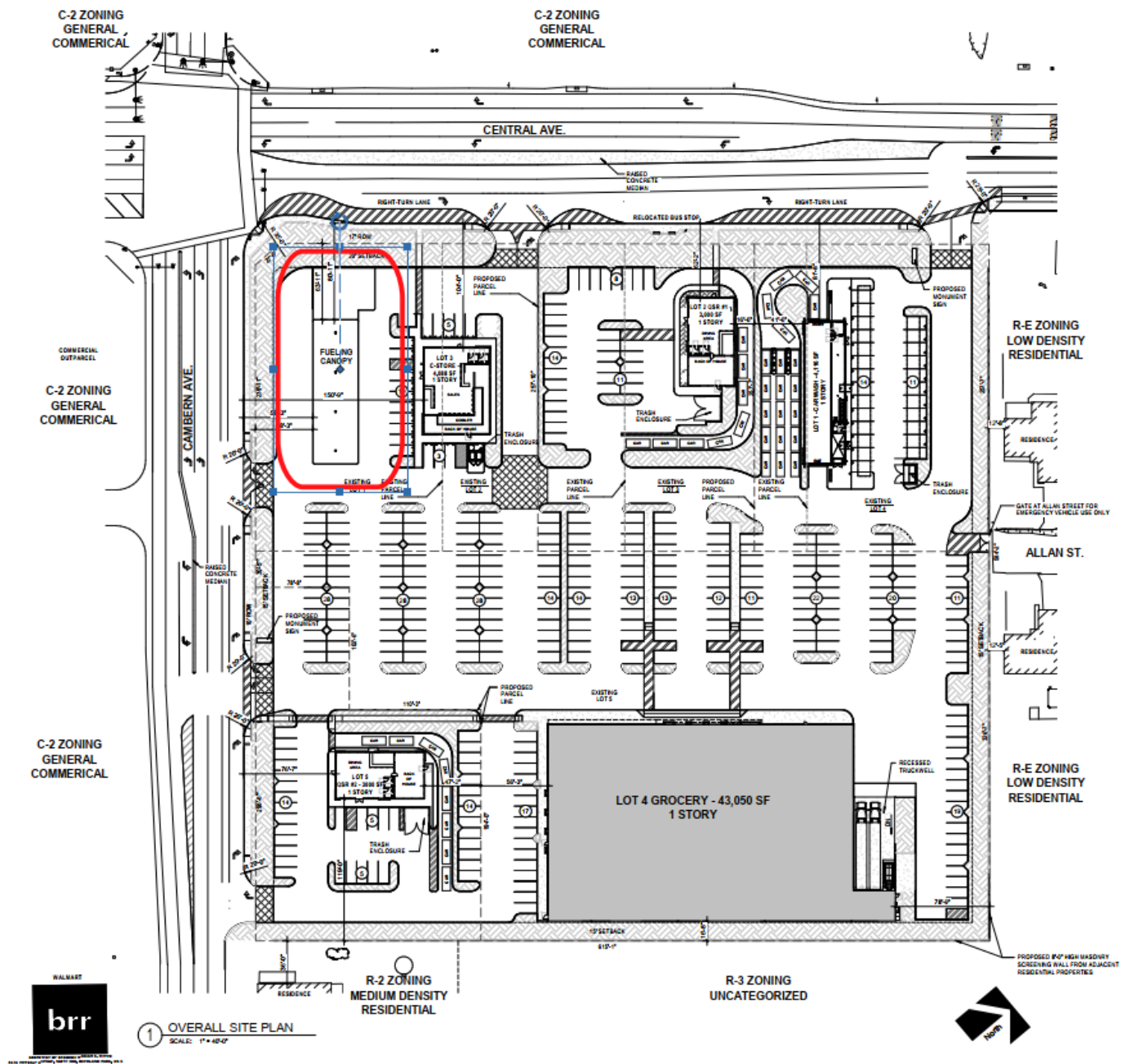
Rincon Consultants has prepared this screening health risk assessment (HRA) letter for the fuel station component of the proposed Lake Elsinore Commercial Project in the City of Lake Elsinore, California. This memorandum screened the potential for health risk impacts upon nearby sensitive receptors from toxic air containments (TAC) generated from the operation of the fuel station proposed as part of the project.

Project Description

The 8.867-acre project site is located in the City of Lake Elsinore in Riverside County, California. The project site, which is currently vacant, is located at the southeast corner of Central Avenue and Cambern Avenue. Surrounding land uses include existing residential neighborhoods adjacent to the east and south of the project site. General commercial uses are planned to the north and west of the project site across Central Avenue and Cambern Avenue, respectively. Interstate 15 (I-15) is approximately 0.3 mile west of the project site.

The project involves development of four lots with six commercial buildings/structures totaling 57,241 square feet. These commercial buildings would include a 4,116-square foot convenience store with eight fueling stations (sixteen total dispensers). As shown in Figure 1 and outlined in red, the fuel station would be located on the western corner of the site fronting both Central Avenue and Cambern Avenue. The fuel station would have an annual throughput of one million gallons per year.

Figure 1 Location of Proposed Fuel Station





Background

Air Quality

The project site is within the South Coast Air Basin (SCAB), which is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronio Pass area in Riverside County. The regional climate in the SCAB is semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the SCAB is primarily influenced by meteorology and a wide range of emission sources, such as dense population centers, substantial vehicular traffic, and industry. The South Coast Air Quality and Management District (SCAQMD) monitors and regulates local air quality in Riverside County.

Toxic Air Contaminants

A TAC is an air pollutant that may cause or contribute to an increase in mortality or serious illness or which may pose a present or potential hazard to human health. TACs may result in long-term health effects such as cancer, birth defects, neurological damage, asthma, genetic damage, or short-term acute effects such as eye watering, respiratory irritation, runny nose, throat pain, and headaches. TACs are considered either carcinogenic or non-carcinogenic based on the nature of the health effects associated with exposure. For carcinogenic TACs, potential health impacts are evaluated in terms of overall relative risk expressed as excess cancer cases per one million exposed individuals. Non-carcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

TACs include both organic and inorganic chemical substances. One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter (DPM); however, TACs may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities.

TACs commonly associated with gasoline dispensing stations include the organic compounds of benzene, toluene, and xylene. In particular, benzene is a known human carcinogen and can result in short-term acute and long-term chronic health impacts. Between 1990 and 2005, benzene in California's air was reduced by over 75 percent due to implementation of control technologies, such as vapor recovery systems, and reductions of benzene levels in gasoline (California Air Resources Board [CARB] 2005).¹ Today, gasoline dispensing facilities account for a relatively small fraction of total benzene emissions. However, near source exposure resulting from gasoline dispensing facilities, particularly very high throughput retail or wholesale facilities, can result in elevated health risks to nearby sensitive receptors.

¹ California Air Resources Board (CARB). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. <https://www.arb.ca.gov/ch/handbook.pdf> (accessed January 2022).



Sensitive Receptors

CARB and the Office of Environmental Health Hazard Assessment have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.^{2,3} Some land uses considered more sensitive to air pollution than others due to the types of population groups or activities involved are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, religious facilities, and daycare centers.

SCAQMD Risk Assessment Procedures define receptors as any location outside the boundaries of a facility at which a person could experience repeated, continuous exposure. The procedures further note that sensitive receptors include any residence (e.g., private homes, condominiums, apartments, and living quarters), schools (including preschools and daycare centers), health facilities (e.g., hospitals, retirement and nursing homes, long-term care hospitals, hospices), as well as prisons, dormitories, or similar live-in housing where children, chronically ill individuals, or other sensitive persons could be exposed to TACs.⁴

The sensitive receptors nearest to the project site are single-family residences adjacent to the project site's eastern and southern boundaries. Since the fuel station would be located on the western corner of the site, it would not be immediately adjacent to the sensitive receptors. Residences to the south are sited approximately 155 meters (509 feet) from the fuel station, and residences to the east are sited approximately 175 meters (574 feet) from the fuel station.

Methodology

In order to evaluate the potential impacts of TACs emitted from the proposed fuel station, Rincon completed a screening HRA using the SCAQMD RiskTool (V1.103) R040919, attached as Appendix A. The RiskTool is a screening tool that provides a Maximum Individual Cancer Risk (MICR) result based on factors such as storage tank type, annual throughput, best available control technology for toxics (T-BACT), closest meteorological station, and the nearest residential and commercial uses.

The project would have an annual throughput of one million gallons per year with underground storage tanks. The meteorological station closest to the site would be the Lake Elsinore Station, which is approximately 2.5 miles south of the project site. The resident MICR was calculated using the distance of the closest single-family residences south of the project site (155 meters). The worker MICR was calculated using the distance of the closest commercial use west of the site (75 meters). The distances are based on the distance from the fuel canopy to the property line of the receptors.

² Ibid.

³ Office of Environmental Health Hazard Assessment (OEHA). 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. <https://oehha.ca.gov/air/cmr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0> (accessed January 2022).

⁴ SCAQMD. 2017. Risk Assessment Procedure for Rules 1401, 1401.1 and 212. Version 8.1. September 1, 2017. <http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf?sfvrsn=12> (accessed January 2022).



Thresholds

SCAQMD has developed significance thresholds for the emissions of TACs based on health risks associated with elevated exposure to such compounds. For carcinogenic compounds, cancer risk is assessed in terms of incremental excess cancer risk. A project would result in a potentially significant impact to sensitive receptors if it would generate an incremental excess cancer risk of 10 in 1 million (1×10^{-6}).⁵

Impact Analysis

Maximum resident and worker cancer risks from the proposed fuel station are presented in Table 1. As shown in Table 1, incremental excess cancer risks resulting from operation of the project would not exceed the SCAQMD thresholds.

Table 1 Maximum Resident and Worker Cancer Risk

Receptor	Maximum Cancer Risk
Maximum Individual Cancer Risk - Resident	<1
Maximum Individual Cancer Risk - Worker	<1
Threshold	≥ 10 in 1 million
Threshold Exceeded?	No

Source: see HRA screening tool in Appendix A

Furthermore, pursuant to SCAQMD Rule 1401 and Rule 212, the project would require a permit to construct and operate a gasoline dispensing facility from the SCAQMD. Rule 1401 provides specific requirement thresholds a stationary source must meet that would ensure no significant health risk impacts before a permit is granted. Rule 212 requires sources to eliminate, reduce, or control the emission of air contaminants before issuance of a permit to construct and operate. As part of the review SCAQMD would review the facility design and location of the fuel station for compliance with SCAQMD standards for air quality and community health. Pursuant to the State's Enhanced Vapor Recovery (EVR) program, SCAQMD Rule 461 requires all retail service stations to have Phase I and Phase II EVR systems to control gasoline emissions and reduce the release of volatile organic compounds and TACs such as benzene, ethylbenzene, and naphthalene.⁶

Therefore, operation of the project would not result in the exposure of sensitive receptors to substantial pollutant concentrations.

⁵ SCAQMD. 2019. South Coast AQMD Air Quality Significance Thresholds. April. <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2> (accessed January 2022).

⁶ SCAQMD. 2017. Risk Assessment Procedure for Rules 1401, 1401.1 and 212. Version 8.1. September 1, 2017. <http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf?sfvrsn=12> (accessed January 2022).



Conclusion

The project would involve the construction of a gasoline fuel station with 16 dispensers. A screening analysis was completed using the SCAQMD RiskTool (V1.103) R040919 to identify whether the operation of the fuel station would be a potentially significant source of TAC emissions at nearby receptors. Based on the RiskTool results, MICR levels for both resident and worker would be below the SCAQMD threshold of 10 in 1 million. Therefore, the project would not expose sensitive receptors to substantial TAC concentrations and would not exceed the applicable SCAQMD health risk and hazard thresholds.

Sincerely,
Rincon Consultants, Inc.

A handwritten signature in blue ink, appearing to read "Kari Zajac".

Kari Zajac, MESM
Project Manager

A handwritten signature in blue ink, appearing to read "Erik Feldman".

Erik Feldman
Principal

Appendix A

SCAQMD RiskTool (V1.103) R040919 Calculations

GASOLINE DISPENSING SERVICE STATION

(Procedure Version 8.1 & Package N, September 1, 2017) - Risk Tool V1.103

AN:

Facility Name:

Deem Complete Date:

Storage Tank Type Underground
 Annual Throughput 1 million gallons /year
 T-BACT YES

MET Station Lake Elsinore
 Distance to Resident 155 meter
 Distance to Commercial 75 meter

MICR Calculation: MICR = MICR per 1 Million gallons/yr x Annual Throughput (Million gallons/yr)

HIA & HIC Calculation: Negligible compared to Cancer risk and is not calculated.

MICR Result

	Resident	Commercial
MICR	0.213	0.046
MICR ≤ 10	PASS	PASS

Interpolation for MICR from Nearest Distances

	Residential			Commercial		
	near	actual	far	near	actual	far
Distance (meter)	100	155	200	75	75	100
MICR (per 1 million gasoline gallon throughput per year)	0.347	0.2128	0.103	0.046	0.046	0.029

Look up from Table 12 - MICR for Underground Storage Tank

Station	Receptor	Downwind Distance (m)							
		25	50	75	100	200	300	500	1000
Lake Elsinore	Resident	2.978	1.075	0.558	0.347	0.103	0.051	0.021	0.007
	Commercial	0.246	0.089	0.046	0.029	0.009	0.004	0.002	0.001