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# **Keller Crossing Specific Plan**

## **AIR QUALITY IMPACT ANALYSIS**

### **COUNTY OF RIVERSIDE**

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## **LIST OF ABBREVIATED TERMS**

%	Percent
°F	degrees Fahrenheit
µg/m <sup>3</sup>	Microgram per Cubic Meter
1992 CO Plan	1992 Federal Attainment Plan for Carbon Monoxide
AB 2595	California Clean Air Act
AQIA	air quality impact analysis
AQP	Air Quality Plans
BAAQMD	Bay Area Air Quality Management District
BACM	Best Available Control Measure
C <sub>2</sub> H <sub>3</sub> Cl	vinyl chloride
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California EPA
CALGreen	California Green Building Standards Code
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CO	carbon monoxide
COHb	carboxyhemoglobin
EIR	Environmental Impact Report
EMFAC	EMissions FACTor model
EPA	Environmental Protection Agency
g/L	gram/liter
GHG	greenhouse gas
H <sub>2</sub> S	hydrogen sulfide
LST	Localized Significance Thresholds
LST Methodology	Final Localized Significance Threshold Methodology
MM	Mitigation Measures
Mph	miles per hour
MWELO	Model Water Efficient Landscape Ordinance
NAAQS	National Ambient Air Quality Standards
NO	nitric oxide
NO <sub>2</sub>	nitrogen dioxide

NO <sub>x</sub>	nitrogen oxides
O <sub>2</sub>	oxygen
O <sub>2</sub> deficiency	chronic hypoxemia
O <sub>3</sub>	ozone
Pb	Lead
PM	Particulate Matter
PM <sub>10</sub>	Particulate matter 10 microns or less
PM <sub>2.5</sub>	Particulate matter 2.5 microns or less
ppm	parts per million
Project	Wildomar Meadows Project
RECLAIM	Regional Clean Air Incentives Market
ROG	reactive organic gases
RTP	Regional Transportation Plan
Rule 1113	SCAQMD Rule 1113 - Architectural Coatings
Rule 403	SCAQMD Rule 403 - Fugitive Dust
Rule 445	SCAQMD Rule 445 – Wood-Burning Devices
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SIP	State Implementation Plan
SO <sub>2</sub>	sulfur dioxide
SO <sub>4</sub>	sulfates
SOX	sulfur oxides
SRA	Source Receptor Area
TAC	toxic air contaminant
Title I	Non-Attainment Provisions
Title II	Mobile Source Provisions
VOC	Volatile Organic Compounds
vph	vehicles per hour

## EXECUTIVE SUMMARY

### ES.1 SUMMARY OF FINDINGS

The results of this *Keller Crossing Specific Plan Air Quality Impact Analysis* are summarized below based on the significance criteria in Section 3 of this report consistent with Appendix G of the California Environmental Quality Act (CEQA) Guidelines (1). Table ES-1 shows the findings of significance for each potential air quality impact under CEQA before and after any required mitigation measures (MM) described below.

**TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS**

Analysis	Report	Significance Findings	
	Section	Unmitigated	Mitigated
Regional Construction Emissions	3.4	<i>Less Than Significant</i>	<i>n/a</i>
Regional Operational Emissions	3.5	<i>Less Than Significant</i>	<i>n/a</i>
Localized Construction Emissions	3.6	<i>Significant</i>	<i>Less Than Significant</i>
Localized Operation Emissions	3.6	<i>Less Than Significant</i>	<i>n/a</i>
CO "Hot Spot" Analysis	3.7	<i>Less Than Significant</i>	<i>n/a</i>
Air Quality Management Plan	3.8	<i>Less Than Significant</i>	<i>n/a</i>
Toxic Air Contaminants Analysis	3.9	<i>Less Than Significant</i>	<i>n/a</i>
Sensitive Receptors	3.10	<i>Less Than Significant</i>	<i>n/a</i>
Odors	3.11	<i>Less Than Significant</i>	<i>n/a</i>
Cumulative Impacts	3.12	<i>Less Than Significant</i>	<i>n/a</i>

### ES.2 STANDARD REGULATORY REQUIREMENTS

Measures listed below (or equivalent language) shall appear on all Project grading plans, construction specifications and bid documents, and the County of Riverside will ensure such language is incorporated prior to issuance of any development permits. South Coast Air Quality Management District (SCAQMD) Rules that are currently applicable during construction activity for this Project include but are not limited to Rule 403 (Fugitive Dust), Rule 445 (Wood-Burning Devices), and Rule 1113 (Architectural Coatings) (2) (3) (4). It should be noted that these Rules represent Best Available Control Measures (BACMs) and are not mitigation since they are regulatory requirements. As such, credit for Rule 403, Rule 445, and Rule 1113 have been taken.

#### **RULE 403**

The contractor shall adhere to applicable measures contained in Table 1 of Rule 403 including, but not limited to (2):

- All active portions of the construction site shall be watered every 3-hours during daily construction activities and more frequent watering shall occur when dust is observed migrating from the Project site to prevent excessive amounts of dust.

- Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance.
- During dry weather, any on-site stockpiles of debris, dirt, or other dusty material with five percent or greater silt content shall be enclosed, covered, watered twice daily, or non-toxic soil binders shall be applied.
- All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour.
- Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area.
- Track-out devices such as gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes. Alternatively, a wheel washer shall be used at truck exit routes.
- On-site vehicle speed shall be limited to 15 miles per hour.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site.
- Reroute construction trucks away from congested streets or sensitive receptor areas.
- Trucks associated with soil hauling activities shall avoid residential streets and utilize City-designated truck routes to the extent feasible.
- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- Track-out gravel beds or similar devices shall be installed at all construction site access points.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.

#### **RULE 445**

The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 445 (3):

- No wood burning devices shall be installed and any dwelling units consistent with SCAQMD Rule 445.

#### **RULE 1113**

The following measures shall be incorporated into Project plans and specifications as implementation of SCAQMD Rule 1113 (4):

- Only “Low-Volatile Organic Compounds (VOC)” paints of VOC consistent with SCAQMD Rule 1113 shall be used.

### **ES.3 CONSTRUCTION-SOURCE MITIGATION**

Project construction emissions would not exceed applicable SCAQMD regional thresholds of significance. However, even with compliance with SCAQMD Rules 403 and 1113, particulate matter (PM) emissions would still exceed localized thresholds during the overlapping site



preparation and grading activities. Therefore, the Project would be required to implement mitigation measure (MM) AQ-1, which requires watering of the site four (4) times per day during site preparation and grading. With implementation of MM AQ-1 Project construction-source emissions would be considered less than significant on a project-specific and cumulative basis.

**MM AQ-1**

During site preparation and grading activity all active areas within the Project site shall be watered at 2.1-hour watering intervals (e.g., 4 times per day) or a movable sprinkler system shall be in place to ensure minimum soil moisture of 12% is maintained for actively graded areas. Moisture content can be verified with use of a moisture probe by the grading contractor.

**ES.4 OPERATIONAL-SOURCE MITIGATION MEASURES**

Project operational emissions would not exceed applicable SCAQMD regional or localized thresholds of significance with compliance with SCAQMD Rules 445 and 1113. Therefore, Project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.

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# 1 INTRODUCTION

This report presents the results of the air quality impact analysis (AQIA) prepared by Urban Crossroads, Inc., for the proposed Keller Crossing Specific Plan (Project). The purpose of this AQIA is to evaluate the potential air quality impacts associated with construction and operation of the proposed Project and identify measures, as necessary, to reduce emissions in comparison to thresholds established by the SCAQMD.

## 1.1 SITE LOCATION

The proposed Project is located on the northwest corner of Winchester Road (SR-79) and Keller Road in the County of Riverside, as shown on Exhibit 1-A. The area surrounding the Project Site is developed with rural residential homes.

## 1.2 PROJECT DESCRIPTION

A preliminary land use plan for the proposed Project is shown on Exhibit 1-B. The Project is proposing to amend the Specific Plan with a mix of residential and commercial uses, as described below:

- Phase 1 (Opening Year of 2023) is anticipated to include the development of 195 single family detached residential dwelling units.
- Project Buildout (Buildout year of 2028) is anticipated to include a total of 356 single family detached residential dwelling units, 80 attached senior housing units, a 5.7-acre sports park/active park<sup>1</sup>, and 176,000 square feet of commercial retail uses. For the purposes of the calculating and evaluating a conservative trip generation, the commercial retail area is proposed to include a 50,000 square foot supermarket, 14,000 square foot pharmacy, 101,500 square feet of commercial retail uses, and 10,500 square feet of fast-food restaurant with drive-through window use. The commercial area land use assumptions are an estimation of the types of uses that could be developed within this area of the Specific Plan.

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<sup>1</sup> The Project design has been updated and reduce the main park size from 6.5 to 5.7 acres. The modeling and findings are based on a worst-case project with a 6.5-acre park.

EXHIBIT 1-A: LOCATION MAP

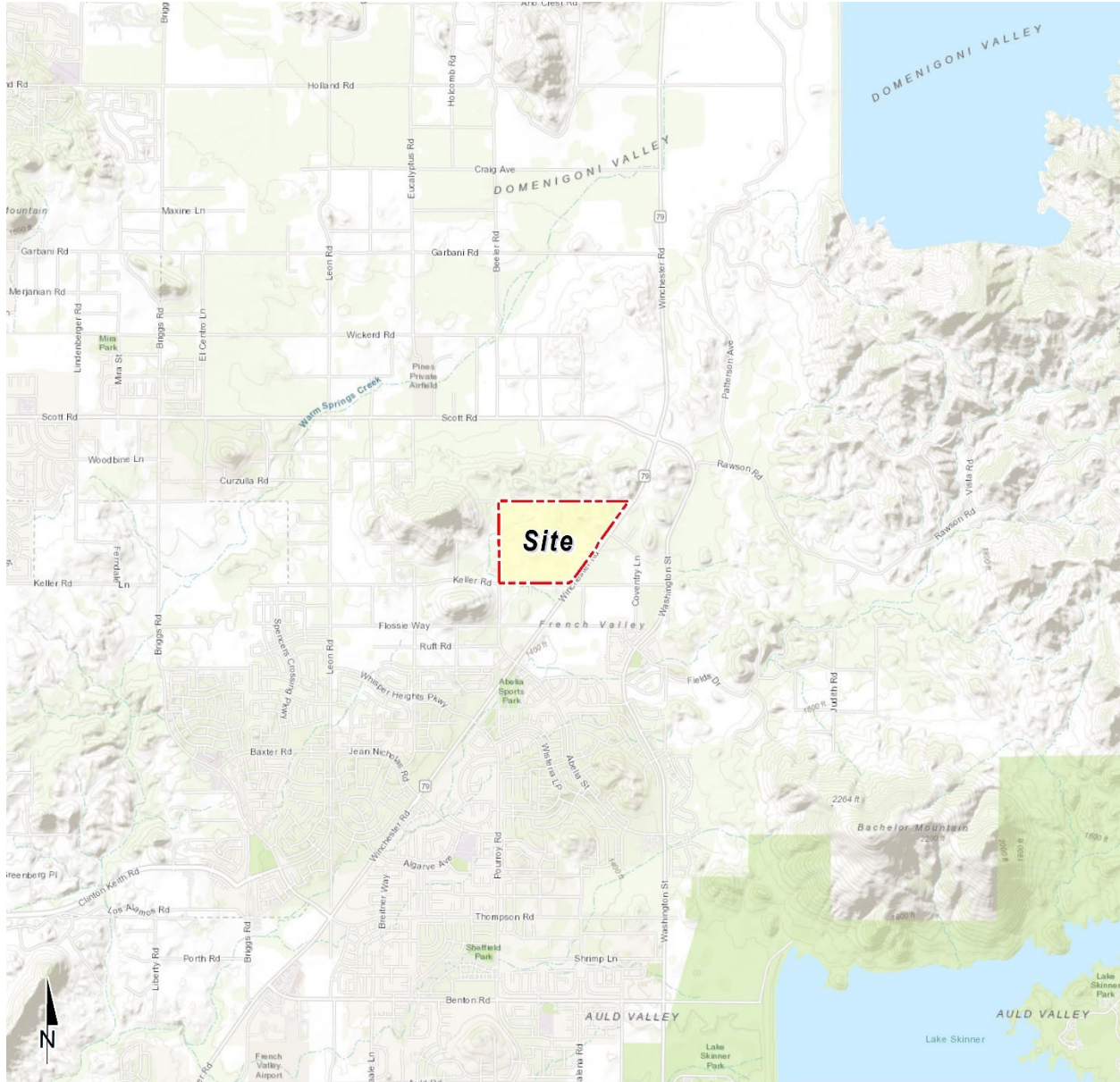
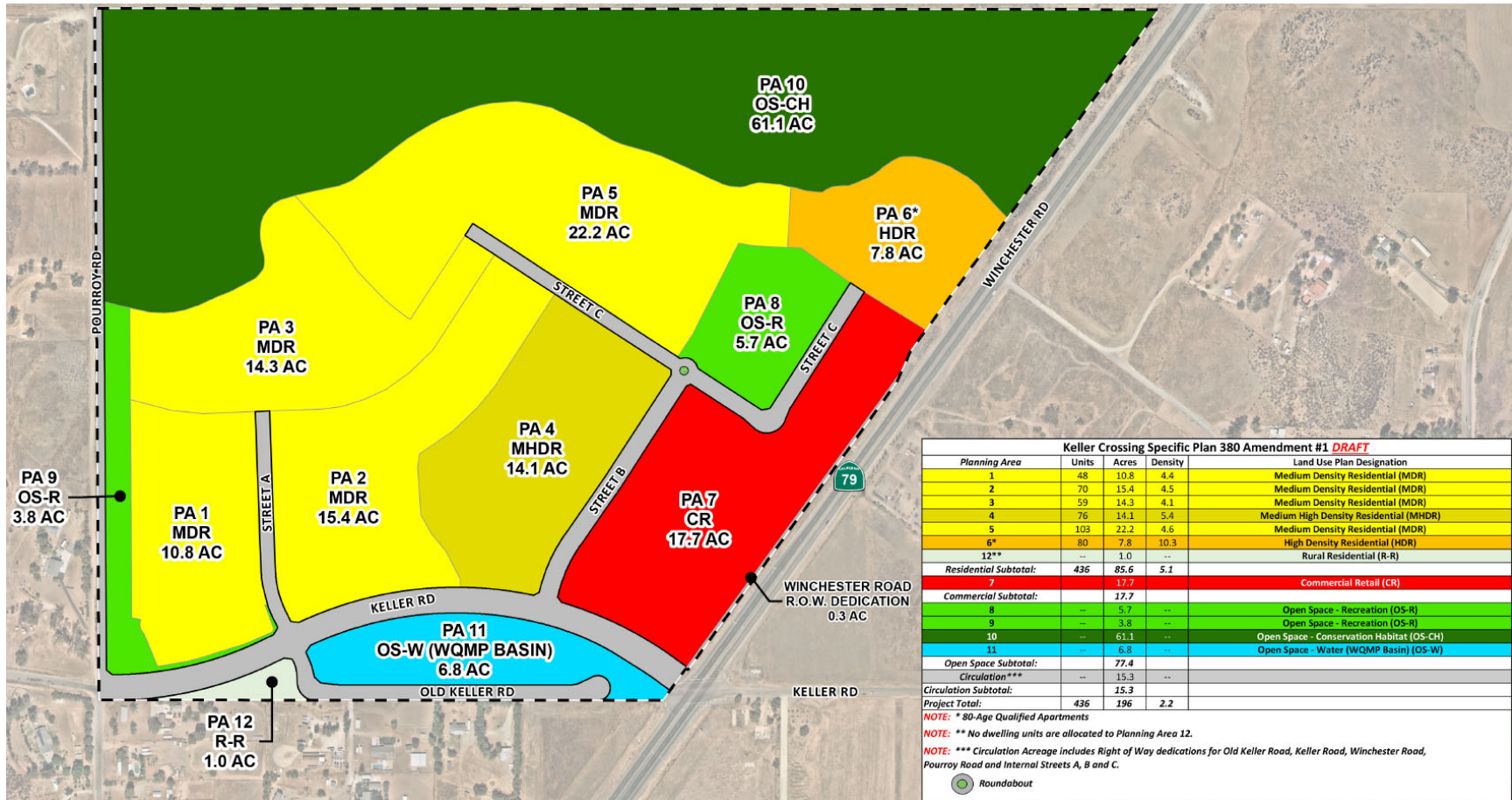


EXHIBIT 1-B: PRELIMINARY LAND USE PLAN



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## 2 AIR QUALITY SETTING

This section provides an overview of the existing air quality conditions in the Project area and region.

### 2.1 SOUTH COAST AIR BASIN

The Project site is located in the South Coast Air Basin (SCAB) within the jurisdiction of SCAQMD (5). The SCAQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the SCAQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. As previously stated, the Project site is located within the SCAB, a 6,745-square mile subregion of the SCAQMD, which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County.

The SCAB 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 Los Angeles County portion of the Mojave Desert Air Basin is bounded by the San Gabriel Mountains to the south and west, the Los Angeles / Kern County border to the north, and the Los Angeles / San Bernardino County border to the east. The Riverside County portion of the Salton Sea Air Basin is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley.

### 2.2 REGIONAL CLIMATE

The regional climate has a substantial influence on air quality in the SCAB. In addition, the temperature, wind, humidity, precipitation, and amount of sunshine influence the air quality.

The annual average temperatures throughout the SCAB vary from the low to middle 60s degrees Fahrenheit (°F). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F.

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO<sub>2</sub>) to sulfates (SO<sub>4</sub>) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71% along the coast and 59% inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast.

More than 90% of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los

Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast.

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14½ hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry offshore winds, locally termed “Santa Anas” each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the “Catalina Eddy,” a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as nitrogen oxides (NO<sub>x</sub>) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

### **2.3 WIND PATTERNS AND PROJECT LOCATION**

The distinctive climate of the Project area and the SCAB is determined by its terrain and geographical location. The SCAB is located in a coastal plain with connecting broad valleys and



low hills, bounded by the Pacific Ocean in the southwest quadrant with high mountains forming the remainder of the perimeter.

Wind patterns across the south coastal region are characterized by westerly and southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Winds are characteristically light although the speed is somewhat greater during the dry summer months than during the rainy winter season.

## 2.4 CRITERIA POLLUTANTS

Criteria pollutants are pollutants that are regulated through the development of human health based and/or environmentally based criteria for setting permissible levels. Criteria pollutants, their typical sources, and health effects are identified below (6):

**TABLE 2-1: CRITERIA POLLUTANTS**

Criteria Pollutant	Description	Sources	Health Effects
CO	CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone (O <sub>3</sub> ), motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.	Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen (O <sub>2</sub> ) supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with O <sub>2</sub> transport and competing with O <sub>2</sub> to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for O <sub>2</sub> supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (O <sub>2</sub> deficiency) as seen at high altitudes.

TABLE 2-1: CRITERIA POLLUTANTS

Criteria Pollutant	Description	Sources	Health Effects
SO <sub>2</sub>	SO <sub>2</sub> is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO <sub>2</sub> oxidizes in the atmosphere, it forms SO <sub>4</sub> . Collectively, these pollutants are referred to as sulfur oxides (SO <sub>x</sub> ).	Coal or oil burning power plants and industries, refineries, diesel engines	<p>A few minutes of exposure to low levels of SO<sub>2</sub> can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO<sub>2</sub>. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO<sub>2</sub>.</p> <p>Animal studies suggest that despite SO<sub>2</sub> being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.</p> <p>Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO<sub>2</sub> levels. In these studies, efforts to separate the effects of SO<sub>2</sub> from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.</p>

**TABLE 2-1: CRITERIA POLLUTANTS**

Criteria Pollutant	Description	Sources	Health Effects
NO <sub>x</sub>	<p>NO<sub>x</sub> consist of nitric oxide (NO) and nitrogen dioxide (NO<sub>2</sub>) and five other compounds, which are formed when nitrogen (N) combines with oxygen. Their lifespan in the atmosphere ranges from one to seven days for NO and NO<sub>2</sub>. NO<sub>x</sub> is typically created during combustion processes and are major contributors to smog formation and acid deposition. NO<sub>2</sub> is a criteria air pollutant and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of nitrogen oxide compounds, NO<sub>2</sub> is the most abundant in the atmosphere. As ambient concentrations of NO<sub>2</sub> are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO<sub>2</sub> than those indicated by regional monitoring station.</p>	<p>Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.</p>	<p>Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO<sub>2</sub> at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO<sub>2</sub> in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.</p> <p>In animals, exposure to levels of NO<sub>2</sub> considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of O<sub>3</sub> exposure increases when animals are exposed to a combination of O<sub>3</sub> and NO<sub>2</sub>.</p>
O <sub>3</sub>	<p>O<sub>3</sub> is a highly reactive and unstable gas that is formed when VOCs and NO<sub>x</sub>, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the</p>	<p>Formed when reactive organic gases (ROG) and NO<sub>x</sub> react in the presence of</p>	<p>Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be</p>

**TABLE 2-1: CRITERIA POLLUTANTS**

Criteria Pollutant	Description	Sources	Health Effects
	<p>presence of sunlight. O<sub>3</sub> concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.</p>	<p>sunlight. ROG sources include any source that burns fuels, (e.g., gasoline, natural gas, wood, oil) solvents, petroleum processing and storage and pesticides.</p>	<p>the most susceptible sub-groups for O<sub>3</sub> effects. Short-term exposure (lasting for a few hours) to O<sub>3</sub> at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated O<sub>3</sub> levels are associated with increased school absences. In recent years, a correlation between elevated ambient O<sub>3</sub> levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple outdoor sports and live in communities with high O<sub>3</sub> levels.</p> <p>O<sub>3</sub> exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes O<sub>3</sub> may be more toxic than exposure to O<sub>3</sub> alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.</p>

TABLE 2-1: CRITERIA POLLUTANTS

Criteria Pollutant	Description	Sources	Health Effects
Particulate Matter (PM)	<p>PM<sub>10</sub>: A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. PM pollution is a major cause of reduce visibility (haze) which is caused by the scattering of light and consequently the significant reduction air clarity. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. Additionally, it should be noted that PM<sub>10</sub> is considered a criteria air pollutant.</p> <p>PM<sub>2.5</sub>: A similar air pollutant to PM<sub>10</sub> consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include SO<sub>4</sub> formed from SO<sub>2</sub> release from power plants and industrial facilities and nitrates that are formed from NO<sub>x</sub> release from power plants, automobiles and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions. PM<sub>2.5</sub> is a criteria air pollutant.</p>	<p>Sources of PM<sub>10</sub> include road dust, windblown dust and construction. Also formed from other pollutants (acid rain, NO<sub>x</sub>, SO<sub>x</sub>, organics). Incomplete combustion of any fuel.</p> <p>PM<sub>2.5</sub> comes from fuel combustion in motor vehicles, equipment and industrial sources, residential and agricultural burning. Also formed from reaction of other pollutants (acid rain, NO<sub>x</sub>, SO<sub>x</sub>, organics).</p>	<p>A consistent correlation between elevated ambient fine PM (PM<sub>10</sub> and PM<sub>2.5</sub>) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer.</p> <p>Daily fluctuations in PM<sub>2.5</sub> concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long term exposure to PM.</p> <p>The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM<sub>10</sub> and PM<sub>2.5</sub>.</p>
VOC	VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms)	Organic chemicals are widely used as ingredients in household	Breathing VOCs can irritate the eyes, nose and throat, can cause difficulty breathing and nausea, and can damage

TABLE 2-1: CRITERIA POLLUTANTS

Criteria Pollutant	Description	Sources	Health Effects
	<p>that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O<sub>3</sub> to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O<sub>3</sub>, which is a criteria pollutant. The terms VOC and ROG (see below) interchangeably.</p>	<p>products. Paints, varnishes and wax all contain organic solvents, as do many cleaning, disinfecting, cosmetic, degreasing and hobby products. Fuels are made up of organic chemicals. All of these products can release organic compounds while you are using them, and, to some degree, when they are stored.</p>	<p>the central nervous system as well as other organs. Some VOCs can cause cancer. Not all VOCs have all these health effects, though many have several.</p>
ROG	<p>Similar to VOC, ROG are also precursors in forming O<sub>3</sub> and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO<sub>x</sub> react in the presence of sunlight. ROG are a criteria pollutant since they are a precursor to O<sub>3</sub>, which is a criteria pollutant. The terms ROG and VOC (see previous) interchangeably.</p>	<p>Sources similar to VOCs.</p>	<p>Health effects similar to VOCs.</p>
Lead (Pb)	<p>Pb is a heavy metal that is highly persistent in the environment and is considered a criteria pollutant. In the past, the primary source of Pb in the air was</p>	<p>Metal smelters, resource recovery, leaded gasoline,</p>	<p>Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely</p>

**TABLE 2-1: CRITERIA POLLUTANTS**

Criteria Pollutant	Description	Sources	Health Effects
	<p>emissions from vehicles burning leaded gasoline. The major sources of Pb emissions are ore and metals processing, particularly Pb smelters, and piston-engine aircraft operating on leaded aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. It should be noted that the Project does not include operational activities such as metal processing or Pb acid battery manufacturing. As such, the Project is not anticipated to generate a quantifiable amount of Pb emissions.</p>	<p>deterioration of Pb paint.</p>	<p>affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased Pb levels are associated with increased blood pressure.</p> <p>Pb poisoning can cause anemia, lethargy, seizures, and death; although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers.</p>
<p>Odor</p>	<p>Odor means the perception experienced by a person when one or more chemical substances in the air come into contact with the human olfactory nerves (7).</p>	<p>Odors can come from many sources including animals, human activities, industry, nature, and vehicles.</p>	<p>Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, studies have shown that the VOCs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant</p>

**TABLE 2-1: CRITERIA POLLUTANTS**

Criteria Pollutant	Description	Sources	Health Effects
			odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.



## 2.5 EXISTING AIR QUALITY

Existing air quality is measured at established SCAQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table 2-2 (8).

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards. At the time of this AQIA, the most recent state and federal standards were updated by CARB on May ,4 2016 and are presented in Table 2-2. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O<sub>3</sub>, CO (except 8-hour Lake Tahoe), SO<sub>2</sub> (1 and 24 hour), NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are not to be exceeded. All others are not to be equaled or exceeded. It should be noted that the three-year period is presented for informational purposes and is not the basis for how the State assigns attainment status. Attainment status for a pollutant means that the SCAQMD meets the standards set by the U.S. Environmental Protection Agency (EPA) or the California EPA (CalEPA). Conversely, nonattainment means that an area has monitored air quality that does not meet the NAAQS or CAAQS standards. In order to improve air quality in nonattainment areas, a State Implementation Plan (SIP) is drafted by CARB. The SIP outlines the measures that the state will take to improve air quality. Once nonattainment areas meet the standards and additional redesignation requirements, the EPA will designate the area as a maintenance area (9).

**TABLE 2-2: AMBIENT AIR QUALITY STANDARDS (1 OF 2)**

Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards <sup>1</sup>		National Standards <sup>2</sup>		
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>
Ozone (O <sub>3</sub> ) <sup>8</sup>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )		0.070 ppm (137 µg/m <sup>3</sup> )		
Respirable Particulate Matter (PM <sub>10</sub> ) <sup>9</sup>	24 Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		—		
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>9</sup>	24 Hour	—	—	35 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12.0 µg/m <sup>3</sup>	15 µg/m <sup>3</sup>	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m <sup>3</sup> )	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )		9 ppm (10 mg/m <sup>3</sup> )	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		—	—	
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>10</sup>	1 Hour	0.18 ppm (339 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	100 ppb (188 µg/m <sup>3</sup> )	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m <sup>3</sup> )		0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	
Sulfur Dioxide (SO <sub>2</sub> ) <sup>11</sup>	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	75 ppb (196 µg/m <sup>3</sup> )	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m <sup>3</sup> )	
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (for certain areas) <sup>11</sup>	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) <sup>11</sup>	—	
Lead <sup>12,13</sup>	30 Day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m <sup>3</sup> (for certain areas) <sup>12</sup>	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m <sup>3</sup>		
Visibility Reducing Particles <sup>14</sup>	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	<b>No National Standards</b>		
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence			
Vinyl Chloride <sup>12</sup>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography			

See footnotes on next page ...

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California Air Resources Board (5/4/16)

**TABLE 2-2: AMBIENT AIR QUALITY STANDARDS (2 OF 2)**

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above  $150 \mu\text{g}/\text{m}^3$  is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of  $25^\circ\text{C}$  and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of  $25^\circ\text{C}$  and a reference pressure of 760 torr: ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from  $15 \mu\text{g}/\text{m}^3$  to  $12.0 \mu\text{g}/\text{m}^3$ . The existing national 24-hour PM2.5 standards (primary and secondary) were retained at  $35 \mu\text{g}/\text{m}^3$ , as was the annual secondary standard of  $15 \mu\text{g}/\text{m}^3$ . The existing 24-hour PM10 standards (primary and secondary) of  $150 \mu\text{g}/\text{m}^3$  also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour  $\text{SO}_2$  standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971  $\text{SO}_2$  national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.  
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ( $1.5 \mu\text{g}/\text{m}^3$  as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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## 2.6 REGIONAL AIR QUALITY

Air pollution contributes to a wide variety of adverse health effects. The EPA has established NAAQS for six of the most common air pollutants: CO, Pb, O<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>2</sub>, and SO<sub>2</sub> which are known as criteria pollutants. The SCAQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Pb air monitoring sites throughout the air district (10). On February 21, 2019, CARB posted the 2018 amendments to the state and national area designations. See Table 2-3 for attainment designations for the SCAB (11).

**TABLE 2-3: ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SCAB**

Criteria Pollutant	State Designation	Federal Designation
O <sub>3</sub> – 1-hour standard	Nonattainment	--
O <sub>3</sub> – 8-hour standard	Nonattainment	Nonattainment
PM <sub>10</sub>	Nonattainment	Attainment
PM <sub>2.5</sub>	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO <sub>2</sub>	Attainment	Unclassifiable/Attainment
SO <sub>2</sub>	Unclassifiable/Attainment	Unclassifiable/Attainment
Pb <sup>2</sup>	Attainment	Unclassifiable/Attainment

"--" = The national 1-hour O<sub>3</sub> standard was revoked effective June 15, 2005.

## 2.7 LOCAL AIR QUALITY

The Project site is located within the Source Receptor Area (SRA) 26. Within SRA 26, the SCAQMD Temecula Valley monitoring station, located 3.5 miles southeast of the Project site, is the nearest long-term air quality monitoring station for O<sub>3</sub>. The Temecula Valley monitoring station does not include data for CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. As such, the next nearest monitoring station monitoring the other pollutants will be used. The Metropolitan Riverside County 3 monitoring station, located in SRA 23, is the nearest monitoring station for CO, NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. The Metropolitan Riverside County 3 is located approximately 33 miles northwest of the Project site. It should be noted that the Metropolitan Riverside County 3 monitoring stations was utilized in lieu of the Temecula Valley monitoring station only in instances where data was not available.

The most recent three (3) years of data available is shown on Table 2-4 and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Project site. Data for O<sub>3</sub>, CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> for 2017 through 2019 was obtained from the SCAQMD Air Quality Data Tables (12). Additionally, data for SO<sub>2</sub> has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO<sub>2</sub> concentrations.

<sup>2</sup> The Federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.

**TABLE 2-4: PROJECT AREA AIR QUALITY MONITORING SUMMARY 2017-2019**

Pollutant	Standard	Year		
		2018	2019	2020
<b>O<sub>3</sub></b>				
Maximum Federal 1-Hour Concentration (ppm)		0.107	0.091	0.108
Maximum Federal 8-Hour Concentration (ppm)		0.085	0.079	0.091
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	2	0	5
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	15	6	37
<b>CO</b>				
Maximum Federal 1-Hour Concentration	> 35 ppm	2.6	2	1.8
Maximum Federal 8-Hour Concentration	> 20 ppm	2.4	1.3	1.5
<b>NO<sub>2</sub></b>				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.0542	0.0560	0.0581
Annual Federal Standard Design Value		0.0137	0.0122	0.0123
<b>PM<sub>10</sub></b>				
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	> 150 µg/m <sup>3</sup>	148	143	124
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )		49.4	43.1	52.2
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m <sup>3</sup>	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m <sup>3</sup>	168	130	154
<b>PM<sub>2.5</sub></b>				
Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> )	> 35 µg/m <sup>3</sup>	64.8	46.7	38.70
Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )	> 12 µg/m <sup>3</sup>	13.87	12.53	14.03
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m <sup>3</sup>	4	9	5

ppm= Parts Per Million

Source: SCAQMD Historical Air Quality Data By Year, Air Quality Data Tables.

## 2.8 REGULATORY BACKGROUND

### 2.8.1 FEDERAL REGULATIONS

The EPA is responsible for setting and enforcing the NAAQS for O<sub>3</sub>, CO, NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub>, and Pb (13). The EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the CARB.

The federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The federal CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance (14). The federal CAA also mandates that states submit and implement SIPs for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions) (15) (16). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O<sub>3</sub>, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, CO, PM<sub>2.5</sub>, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O<sub>3</sub> and to adopt a NAAQS for PM<sub>2.5</sub>. Table 2-3 (previously presented) provides the NAAQS within the SCAB.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO<sub>x</sub>. NO<sub>x</sub> is a collective term that includes all forms of NO<sub>x</sub> which are emitted as byproducts of the combustion process.

## **2.8.2 CALIFORNIA REGULATIONS**

### **CALIFORNIA AIR RESOURCES BOARD**

The CARB, which became part of the CalEPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. The CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for SO<sub>4</sub>, visibility, hydrogen sulfide (H<sub>2</sub>S), and vinyl chloride (C<sub>2</sub>H<sub>3</sub>Cl). However, at this time, H<sub>2</sub>S and C<sub>2</sub>H<sub>3</sub>Cl are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS (17) (13).

Local air quality management districts, such as the SCAQMD, regulate air emissions from stationary sources such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS.

Serious non-attainment areas are required to prepare Air Quality Plans (AQP) that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g. motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;

- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a 5% or more annual reduction in emissions or 15% or more in a period of three years for ROG<sub>s</sub>, NO<sub>x</sub>, CO and PM<sub>10</sub>. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than 5% per year under certain circumstances.

#### **TITLE 24 ENERGY EFFICIENCY STANDARDS AND CALIFORNIA GREEN BUILDING STANDARDS**

California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2011, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2019 California Green Building Code Standards which became effective January 1, 2020. Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. CALGreen recognizes that many jurisdictions have developed existing construction and demolition ordinances and defers to them as the ruling guidance provided, they establish a minimum 65% diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling infrastructure. The State Building Code provides the minimum standard that buildings must meet in order to be certified for occupancy, which is generally enforced by the local building official.

Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas (GHG) emissions. The 2019 version of Title 24 was adopted by the California Energy Commission (CEC) and became effective on January 1, 2020.

The 2019 Title 24 standards will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption in the SCAB and across the State of California. For example, the 2019 Title 24 standards will require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting requirements for nonresidential buildings. The CEC anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards will use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings (such as the Project) will use approximately 30% less energy due to lighting upgrade requirements (18).

The 2019 CALGreen standards are applicable to the Project and require, among other items (19):

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors'

entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).

- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
  - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
  - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
  - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
  - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELo), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building



or within an addition that is project to consume more than 1,000 gal/day (5.303.1.1 and 5.303.1.2).

- Outdoor water use in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

### **2.8.3 AIR QUALITY MANAGEMENT PLANNING**

Currently, the NAAQS and CAAQS are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the NAAQS and CAAQs (20). AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. A detailed discussion on the AQMP and Project consistency with the AQMP is provided in Section 3.10.

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### 3 PROJECT AIR QUALITY IMPACT

#### 3.1 INTRODUCTION

The Project has been evaluated to determine if it will violate an air quality standard, contribute to an existing or projected air quality violation, or determine if it will result in a cumulatively considerable net increase of a criteria pollutant for which the SCAB is non-attainment under an applicable NAAQS and CAAQS. Additionally, the Project has been evaluated to determine consistency with the applicable AQMP, exposure of sensitive receptors to substantial pollutant concentrations, and the impacts of odors. The significance of these potential impacts is described in the following section.

#### 3.2 STANDARDS OF SIGNIFICANCE

The criteria used to determine the significance of potential Project-related air quality impacts are taken from the Initial Study Checklist in Appendix G of the State CEQA Guidelines (14 CCR §§15000, et seq.). Based on these thresholds, a project would result in a significant impact related to air quality if it would (1):

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The SCAQMD has also developed regional significance thresholds for other regulated pollutants, as summarized at Table 3-1 (21). The SCAQMD's CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

**TABLE 3-1: MAXIMUM DAILY REGIONAL EMISSIONS THRESHOLDS**

Pollutant	Construction	Operations
NO <sub>x</sub>	100 lbs./day	55 lbs./day
VOC	75 lbs./day	55 lbs./day
PM <sub>10</sub>	150 lbs./day	150 lbs./day
PM <sub>2.5</sub>	55 lbs./day	55 lbs./day
SO <sub>x</sub>	150 lbs./day	150 lbs./day
CO	550 lbs./day	550 lbs./day
Pb	3 lbs./day	3 lbs./day

lbs./day = Pounds Per Day

Source: Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, April 2019

### 3.3 CALIFORNIA EMISSIONS ESTIMATOR MODEL™ EMPLOYED TO ANALYZE AIR QUALITY

Land uses such as the Project affect air quality through construction-source and operational-source emissions.

On June 2021, the California Air Pollution Control Officers Association (CAPCOA) conjunction with the SCAQMD and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod) Version 2020.4.0. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation (22). Accordingly, the latest version of CalEEMod has been used for this Project to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in Appendices 3.1.

#### 3.3.1 EMISSION FACTORS MODEL

##### EMISSION FACTORS MODEL

On August 19, 2019, the EPA approved the 2017 version of the EMISSIONS FACTOR model (EMFAC) web database for use in SIP and transportation conformity analyses. EMFAC2017 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources (23). CalEEMod, version 2020.4.0, incorporates EMFAC2017. Additionally, the EMFAC emission factors used in this analysis include adjustment factors for the SAFE Rule (24) (25).

### 3.4 CONSTRUCTION EMISSIONS

The Project is anticipated to be constructed in two phases, with 195 single family detached residential dwelling units constructed in the first phase and the remaining development to be constructed in Phase 2. Phase 1 is anticipated to have an opening year of 2023, and Phase 2 is anticipated to have an opening year of 2025. However, to be conservative, the Project construction schedule is compressed and modeled as a single phase with a final construction year of 2024 for the entire development.

Construction activities associated with the Project will result in emissions of VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Construction related emissions are expected from the following construction activities:

- Site Preparation
- Grading
- Building Construction
- Architectural Coating
- Paving

## GRADING ACTIVITIES

Dust is typically a major concern during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions”. Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. This analysis assumes that earthwork activities are expected to balance on site and no import or export of soils would be required.

## CONSTRUCTION WORKER VEHICLE TRIPS

Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction materials delivered to the Project site) were estimated based on information from CalEEMod defaults.

### 3.4.1 CONSTRUCTION DURATION

Construction is expected to require approximately 2 years to construct. Based on input from the Project applicant the Project would commence construction in November 2022 and will last through December 2024. The construction schedule utilized in the analysis, shown in Table 3-2, represents a “worst-case” analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.<sup>3</sup> Based on the project applicant’s anticipated completion year, the duration of construction activity was compressed for building construction and the associated equipment was doubled due to the compressed construction schedule. This represents a reasonable approximation of the expected construction activity as required per CEQA Guidelines.

**TABLE 3-2: CONSTRUCTION DURATION**

Phase Name	Start Date	End Date	Days
Site Preparation	11/1/2022	12/16/2022	34
Grading	11/16/2022	2/3/2023	58
Building Construction	2/6/2023	12/27/2024	495
Paving	7/15/2024	12/27/2024	120
Architectural Coating	7/15/2024	12/27/2024	120

Source: CalEEMod, Appendix 3.1.

### 3.4.2 CONSTRUCTION EQUIPMENT

Site specific construction fleet may vary due to specific project needs at the time of construction. The associated construction equipment selection was generally based on CalEEMod standard

<sup>3</sup> As shown in the CalEEMod User’s Guide Version 2020.4.0, Section 4.3 “Offroad Equipment” as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

assumptions but the number of pieces were doubled due to the construction schedule. A detailed summary of construction equipment assumptions by phase is provided at Table 3-3.

**TABLE 3-3: CONSTRUCTION EQUIPMENT ASSUMPTIONS**

Phase Name	Equipment	Amount	Hours Per Day
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	2	8
	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
Building Construction	Cranes	2	8
	Forklifts	6	8
	Generator Sets	2	8
	Tractors/Loaders/Backhoes	6	8
	Welders	2	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

Source: CalEEMod, Appendix 3.1

### 3.4.1 CONSTRUCTION EMISSIONS SUMMARY

#### IMPACTS WITHOUT MITIGATION

CalEEMod calculates maximum daily emissions for summer and winter periods. The estimated maximum daily construction emissions without mitigation are summarized on Table 3-4. Detailed construction model outputs are presented in Appendix 3.1. Under the assumed scenario, emissions resulting from the Project construction will not exceed criteria pollutant thresholds established by the SCAQMD.

While the Project would not exceed maximum daily emission thresholds on a regional scale, localized PM<sub>10</sub> and PM<sub>2.5</sub> emissions would exceed the applicable localized significance thresholds (LST) (please refer to the subsequent discussions at “Localized Significance”). Since PM<sub>10</sub> and PM<sub>2.5</sub> emissions would exceed localized thresholds during the overlapping site preparation and grading activities, the Project would be required to implement MM AQ-1, which requires watering of the site four (4) times per day during site preparation and grading.

#### ***Impacts with Mitigation***

MM AQ-1 is recommended to reduce estimated maximum daily localized emissions of PM from ground disturbance during the overlapping site preparation and grading activities. Emission

estimates considering the effects of MM AQ-1 are presented in Table 3-5. Detailed mitigated construction emission modeling outputs are presented in Appendix 3.1.

**TABLE 3-4: OVERALL CONSTRUCTION EMISSIONS SUMMARY – WITHOUT MITIGATION**

Year	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
2022	8.64	85.89	52.07	0.10	37.01	18.39
2023	7.85	50.50	85.16	0.26	18.60	6.13
2024	60.84	59.92	107.64	0.31	21.93	7.26
<b>Maximum Daily Summer Emissions</b>	<b>60.84</b>	<b>85.89</b>	<b>107.64</b>	<b>0.31</b>	<b>37.01</b>	<b>18.39</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Winter						
2022	8.64	85.90	51.93	0.10	37.01	18.39
2023	8.05	51.59	81.20	0.26	18.60	6.13
2024	61.08	61.04	103.16	0.30	21.93	7.26
<b>Maximum Daily Winter Emissions</b>	<b>61.08</b>	<b>85.90</b>	<b>103.16</b>	<b>0.30</b>	<b>37.01</b>	<b>18.39</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod, Appendix 3.1.

**TABLE 3-5: OVERALL CONSTRUCTION EMISSIONS SUMMARY – WITH MITIGATION**

Year	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
2022	8.64	85.89	52.07	0.10	13.12	7.91
2023	7.85	50.50	85.16	0.26	12.05	4.52
2024	60.84	59.92	107.64	0.31	14.20	5.37
<b>Maximum Daily Summer Emissions</b>	<b>60.84</b>	<b>85.89</b>	<b>107.64</b>	<b>0.31</b>	<b>14.20</b>	<b>7.91</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Winter						
2022	8.64	85.90	51.93	0.10	13.12	7.91
2023	8.05	51.59	81.20	0.26	12.05	4.52
2024	61.08	61.04	103.16	0.30	14.20	5.37
<b>Maximum Daily Winter Emissions</b>	<b>61.08</b>	<b>85.90</b>	<b>103.16</b>	<b>0.30</b>	<b>14.20</b>	<b>7.91</b>
SCAQMD Regional Threshold	75	100	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod, Appendix 3.1.

### **3.5 OPERATIONAL EMISSIONS**

Operational activities associated with the proposed Project will result in emissions of VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions

#### **3.5.1 AREA SOURCE EMISSIONS**

##### **ARCHITECTURAL COATINGS**

Over a period of time the buildings that are part of this Project will be subject to emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of Project maintenance. The emissions associated with architectural coatings were calculated using CalEEMod standard assumptions.

##### **CONSUMER PRODUCTS**

Consumer products include, but are not limited to detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants. The emissions associated with use of consumer products were calculated based on CalEEMod standard assumptions.

##### **LANDSCAPE MAINTENANCE EQUIPMENT**

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. The emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

#### **3.5.2 ENERGY SOURCE EMISSIONS**

##### **COMBUSTION EMISSIONS ASSOCIATED WITH NATURAL GAS AND ELECTRICITY**

Electricity and natural gas are used by almost every project. Criteria pollutant emissions are emitted through the generation of electricity and consumption of natural gas. However, because electrical generating facilities for the Project area are located either outside the region (state) or offset through the Regional Clean Air Incentives Market (RECLAIM), which provides pollution credits for generation within the SCAB, criteria pollutant emissions from offsite generation of electricity is generally excluded from the evaluation of significance and only natural gas use is considered. The emissions associated with natural gas use were calculated using CalEEMod standard assumptions.



## **TITLE 24 ENERGY EFFICIENCY STANDARDS**

California's Energy Efficiency Standards for Residential and Nonresidential Buildings was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity. The 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020.

### **3.5.3 MOBILE SOURCE EMISSIONS**

Project mobile source air quality impacts are dependent on both overall daily vehicle trip generation and the effect of the Project on peak hour traffic volumes and traffic operations in the vicinity of the Project. The Project-related operational air quality impacts are derived primarily from the 6,298 vehicle trips generated by the Project. Trip generation available from the TIA report and trip characteristics from CalEEMod were utilized in this analysis (26). Saturday and Sunday trips were proportionally adjusted based on the change in the weekday daily trip rate used in the traffic report and the standard rates in CalEEMod.

#### **FUGITIVE DUST RELATED TO VEHICULAR TRAVEL**

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of brake and tire wear particulates. The emissions estimates for travel on paved roads were calculated using CalEEMod standard assumptions.

### **3.5.5 OPERATIONAL EMISSIONS SUMMARY**

#### **IMPACTS WITHOUT MITIGATION**

Operational activities for summer and winter scenarios are presented in Table 3-6. Detailed operational model outputs are presented in Appendix 3.1. Project operational-source emissions will not exceed the SCAQMD thresholds and impacts will be less than significant.

## **3.6 LOCALIZED EMISSIONS**

The analysis makes use of methodology included in the SCAQMD *Final Localized Significance Threshold Methodology* (LST Methodology) (27). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the NAAQS and CAAQS. Collectively, these are referred to as Localized Significance Thresholds (LSTs).

The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

TABLE 3-6: SUMMARY OPERATIONAL EMISSIONS

Source	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summer</b>						
Area Source	22.21	6.92	38.77	0.04	0.73	0.73
Energy Source	0.45	3.94	2.13	0.02	0.31	0.31
Mobile Source Passenger Cars	18.53	16.17	146.17	0.29	29.42	7.99
<b>Maximum Daily Summer Emissions</b>	<b>41.19</b>	<b>27.03</b>	<b>187.07</b>	<b>0.36</b>	<b>30.46</b>	<b>9.02</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Winter</b>						
Area Source	22.21	6.92	38.77	0.04	0.73	0.73
Energy Source	0.45	3.94	2.13	0.02	0.31	0.31
Mobile Source Passenger Cars	17.63	17.39	144.83	0.28	29.42	7.99
<b>Maximum Daily Winter Emissions</b>	<b>40.29</b>	<b>28.25</b>	<b>185.73</b>	<b>0.35</b>	<b>30.46</b>	<b>9.02</b>
SCAQMD Regional Threshold	55	55	550	150	150	55
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod, Appendix 3.1.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the *LST Methodology* (28).

#### APPLICABILITY OF LSTs FOR THE PROJECT

For this Project, the appropriate SRA for the LST analysis is the SCAQMD Temecula Valley (SRA 26). LSTs apply to CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size.

In order to determine the appropriate methodology for determining localized impacts that could occur as a result of Project-related construction, the following process is undertaken:

- Identify the maximum daily on-site emissions that will occur during construction activity:
  - The maximum daily on-site emissions could be based on information provided by the Project Applicant; or
  - The SCAQMD's *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds* and *CalEEMod User's Guide Appendix A: Calculation Details for CalEEMod* can be used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod (29) (30).
- If the total acreage disturbed is less than or equal to 5 acres per day, then the SCAQMD's screening look-up tables are utilized to determine if a Project has the potential to result in a significant

impact. The look-up tables establish a maximum daily emissions threshold in lbs/day that can be compared to CalEEMod outputs.

- If the total acreage disturbed is greater than 5 acres per day, then LST impacts may still be conservatively evaluated using the LST look-up tables for a 5-acre disturbance area. Use of the 5-acre disturbance area thresholds can be used to show that even if the daily emissions from all construction activity were emitted within a 5-acre area, and therefore concentrated over a smaller area which would result in greater site adjacent concentrations, the impacts would still be less than significant if the applicable 5-acre thresholds are utilized.
- The *LST Methodology* presents mass emission rates for each SRA, project sizes of 1, 2, and 5 acres, and nearest receptor distances of 25, 50, 100, 200, and 500 meters. For project sizes between the values given, or with receptors at distances between the given receptors, the methodology uses linear interpolation to determine the thresholds.

#### **EMISSIONS CONSIDERED**

SCAQMD's LST Methodology clearly states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs (27)." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered.

#### **MAXIMUM DAILY DISTURBED-ACREAGE**

The "acres disturbed" for analytical purposes are based on specific equipment type for each subcategory of construction activity and the estimated maximum area a given piece of equipment can pass over in an 8-hour workday (as shown on Table 3-7). The equipment-specific grading rates are summarized in the SCAQMD's *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds* and CalEEMod User's Guide *Appendix A: Calculation Details for CalEEMod* (29) (30). It should be noted that the disturbed area per day is representative of a piece of equipment making multiple passes over the same land area. In other words, one Rubber Tired Dozer can make multiple passes over the same land area totaling 0.5 acres in a given 8-hour day. It should be noted that although Appendix A only identifies equipment-specific grading rates for Crawler Tractors, Graders, Rubber Tired Dozers, and Scrapers, therefore Tractors/Loaders/Backhoes or excavators equipment that was included in site preparation or grading was replaced with crawler tractors that were adjusted to reflect the horsepower and operating profile of the Tractor/Loader/Backhoe and excavator equipment class.

As shown on Table 3-7, the proposed Project's construction activities could actively disturb approximately 3.5 acres per day during site preparation and 5 acres per day for grading activities. To be conservative, this analysis uses the smaller area of disturbance and compares the maximum emissions, regardless of phase, to the thresholds for the smaller area. Thus, if exhaust emissions are higher during the grading phase, but fugitive dust emissions are higher during site preparation phase, the highest emissions are used to determine significance as compared to the smaller site.

**TABLE 3-7: MAXIMUM DAILY DISTURBED-ACREAGE**

Construction Phase	Equipment Type	Equipment Quantity	Acres graded per 8-hour day	Operating Hours per Day	Acres graded per day
Site Preparation	Crawler Tractors (T/B/L)	4	0.5	8	2
	Graders	3	0.5	8	1.5
Total acres disturbed per day during Site Preparation					3.5
Grading	Crawler Tractors (E)	2	0.5	8	1
	Crawler Tractors (T/B/L)	2	0.5	8	1
	Graders	1	0.5	8	0.5
	Rubber Tired Dozers	1	0.5	8	0.5
	Scrapers	2	1	8	2
Total acres disturbed per day during Grading					5
<b>Acres disturbed per day for LST</b>					<b>3.5</b>

Source: CalEEMod 2020, Appendix 3.1.

T/L/B = Tractor/Loader/Backhoe; E = Excavator

**SENSITIVE RECEPTORS**

Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as “sensitive receptors”. These structures typically include residences, hotels, hospitals, etc. as they are also known to be locations where an individual can remain for 24 hours. Consistent with the LST Methodology, the nearest land use where an individual could remain for 24 hours to the Project site (in this case the nearest residential land use) has been used to determine construction and operational air quality impacts for emissions of PM<sub>10</sub> and PM<sub>2.5</sub>, since PM<sub>10</sub> and PM<sub>2.5</sub> thresholds are based on a 24-hour averaging time.

Commercial and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain onsite for a full 24 hours but are typically onsite for eight hours or less. The LST Methodology explicitly states that “LSTs based on shorter averaging periods, such as the NO<sub>2</sub> and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours (27).” For purposes of analysis, if an industrial/commercial use is located at a closer distance to the Project site than the nearest residential use, the nearest industrial/commercial use will be utilized to determine construction and operational LST air impacts for emissions of NO<sub>2</sub> and CO an individual could be present at these sites for periods of one to eight hours.

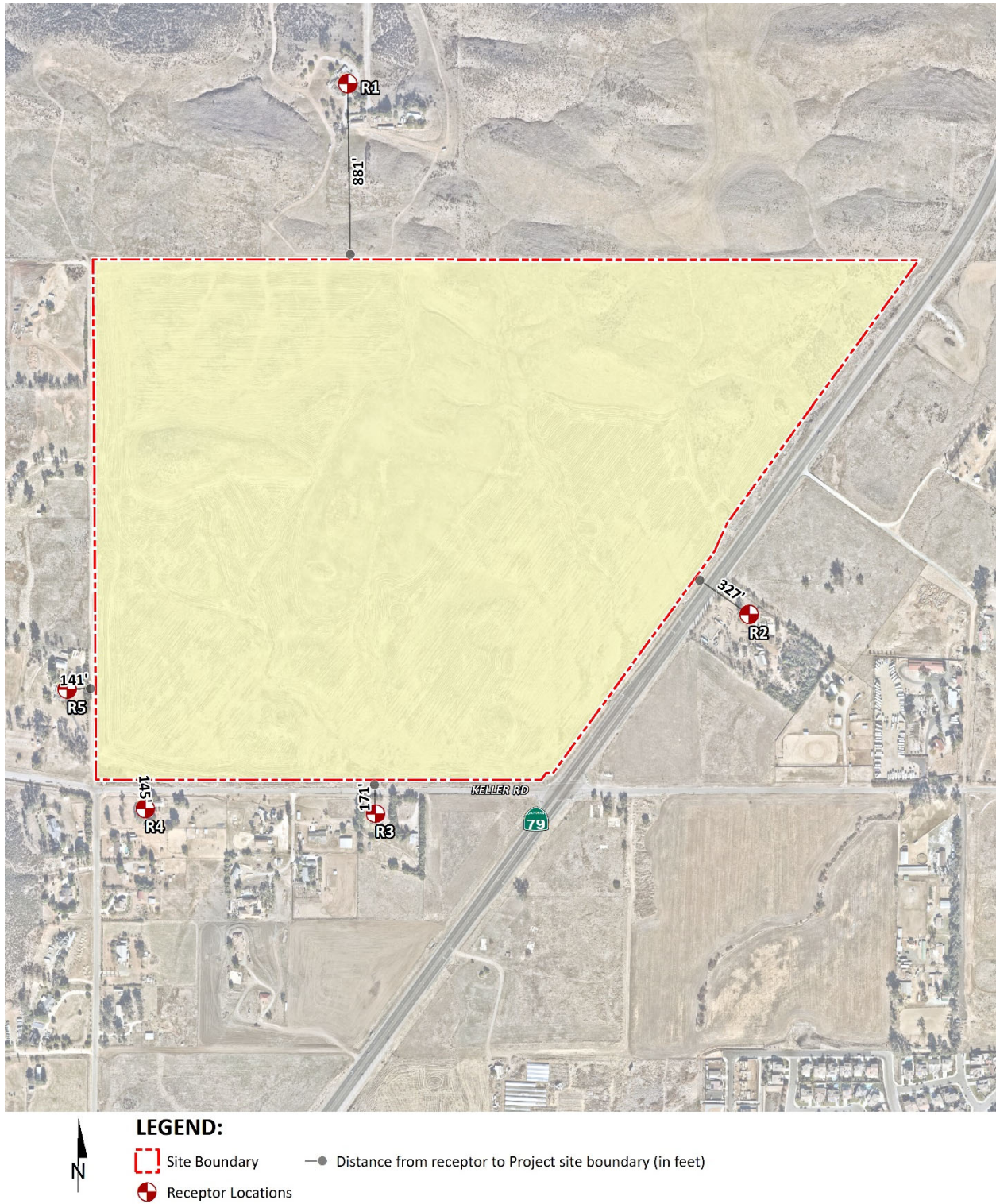
**Project-related Sensitive Receptors**

Receptors in the Project study area are described below and are shown on Exhibit 3-A.

- R1: Location R1 represents the existing residence at 33245 Ashford Lane, approximately 881 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R1 is placed at the residential building façade.
- R2: Location R2 represents the existing residence at 33900 Winchester Road, approximately 327 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R2 is placed at the residential building façade.
- R3: Location R3 represents the existing residence at 32265 Keller Road, approximately 171 feet south of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the residential building façade.
- R4: Location R4 represents the existing residence at 32025 Keller Road, approximately 145 feet south of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R4 is placed at the residential building façade.
- R5: Location R5 represents the existing residence at 33975 Pourroy Road, approximately 141 feet west of the Project site. R5 is placed at the private outdoor living areas (backyard) facing the Project site.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual and cumulatively significant impact. As such, the nearest receptor to evaluate localized impacts of PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>2</sub>, and CO, is the existing residential home, represented by location R5, which is located approximately 141 feet (43 meters) east of the Project site. However, to provide the most conservative analysis impacts are evaluated at the distance of 25 meters.

EXHIBIT 3-A: SENSITIVE RECEPTOR LOCATIONS



## CONSTRUCTION-SOURCE EMISSIONS LST ANALYSIS

### Localized Thresholds for Construction Activity

SCAQMD's screening look-up tables are utilized in determining impacts. It should be noted that since the look-up tables identifies thresholds at only 1 acre, 2 acres, and 5 acres, linear regression has been utilized to determine localized significance thresholds for a 3.5-acre site. Consistent with SCAQMD guidance, the thresholds presented in Table 3-8 were calculated by interpolating the threshold values for the Project's disturbed acreage.

**TABLE 3-8: MAXIMUM DAILY LOCALIZED EMISSIONS THRESHOLDS**

Pollutant	Construction Localized Thresholds <sup>1</sup>
NO <sub>x</sub>	303 Lbs./day
CO	1,965 Lbs./day
PM <sub>10</sub>	13 Lbs./day
PM <sub>2.5</sub>	8 Lbs./day

<sup>1</sup> Based on 3.5 acres of disturbance at 25 meter distance for SRA 26.

Source: Localized Thresholds presented in this table are based on the SCAQMD Final LST Methodology, July 2008

### Localized Construction-Source Emissions

#### *Impacts without Mitigation*

Table 3-9 identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Without mitigation, localized construction emissions would exceed the applicable SCAQMD LSTs for emissions of PM<sub>10</sub> and PM<sub>2.5</sub>. Outputs from the model runs for unmitigated construction LSTs are provided in Appendix 3.1.

**TABLE 3-9: LOCALIZED SIGNIFICANCE SUMMARY OF CONSTRUCTION (WITHOUT MITIGATION)**

On-Site Emissions	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	85.80	51.49	36.58	18.27
SCAQMD Localized Threshold	303	1,965	13	8
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>

Source: CalEEMod, Appendix 3.2.

#### *Impacts with Mitigation*

The estimated maximum daily construction emissions with mitigation are summarized on Table 3-10. Implementation of SCAMD Rule 403 and MM AQ-1 would reduce emissions of PM<sub>10</sub> and PM<sub>2.5</sub> below LST. Therefore, a *less than significant impact* would occur with implementation of SCAQMD Rule 403 and MM AQ-1. MM AQ-1 would be necessary reduce PM emissions from fugitive dust during the overlap of site preparation and grading phases to reduce emission to less than significant.

**TABLE 3-10: LOCALIZED SIGNIFICANCE SUMMARY OF CONSTRUCTION (WITH MITIGATION)**

On-Site Site Emissions	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	85.8	51.5	12.9	7.8
SCAQMD Localized Threshold	303	1,965	13	8
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod Appendix 3.2.

**OPERATIONAL-SOURCE EMISSIONS LST ANALYSIS**

The Project is located on an approximately 196.0 acres, which includes a total of 86.7 acres of open space. This analysis is conservative as it assumes that all on-site operational emissions associated with the project would occur within a 5-acre area. The LST analysis generally includes on-site sources (area and energy are previously discussed in Section 3.5 of this report). The emissions shown on Table 3-11 represent all on-site operational Project-related sources. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, Project operational-source emissions would not exceed applicable LSTs.

**3.7.1 LOCALIZED THRESHOLDS FOR OPERATIONAL ACTIVITY**

The threshold values presented in Table 3-11, are from the look-up tables for a 5-acre site and a 25-meter distance for localized NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> evaluation.

**TABLE 3-11: MAXIMUM DAILY LOCALIZED OPERATIONAL EMISSIONS THRESHOLDS**

Pollutant	Operational Localized Thresholds <sup>1</sup>
NO <sub>x</sub>	303 Lbs./day
CO	1,965 Lbs./day
PM <sub>10</sub>	4 Lbs./day
PM <sub>2.5</sub>	2 Lbs./day

<sup>1</sup> Based on 5 acres of disturbance at 25 meter distance for SRA 26.

Source: Localized Thresholds presented in this table are based on the SCAQMD Final LST Methodology, July 2008

**3.7.2 OPERATIONAL-SOURCE LOCALIZED EMISSIONS**

As shown on Table 3-12 operational emissions will not exceed the LST thresholds for the nearest sensitive receptor. Therefore, the Project will have a less than significant localized impact during operational activity.



**TABLE 3-12: LOCALIZED SIGNIFICANCE SUMMARY OF OPERATIONS**

Operational Activity	Emissions (lbs/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	10.86	40.90	1.04	1.04
SCAQMD Localized Threshold	303	1,965	4	2
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod, Appendix 3.2.

### 3.7 CO “HOT SPOT” ANALYSIS

As discussed below, the Project would not result in potentially adverse CO concentrations or “hot spots.” Further, detailed modeling of Project-specific CO “hot spots” is not needed to reach this conclusion. An adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. At the time of the 1993 Handbook, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO (31).

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment, as previously noted in Table 2-3.

To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO “hot spot” analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards, as shown on Table 3-13.

**TABLE 3-13: CO MODEL RESULTS**

Intersection Location	CO Concentrations (ppm)		
	Morning 1-hour	Afternoon 1-hour	8-hour
Wilshire Boulevard/Veteran Avenue	4.6	3.5	4.2
Sunset Boulevard/Highland Avenue	4	4.5	3.9
La Cienega Boulevard/Century Boulevard	3.7	3.1	5.8
Long Beach Boulevard/Imperial Highway	3	3.1	9.3

Source: 2003 AQMP, Appendix V: Modeling and Attainment Demonstrations  
Notes: Federal 1-hour standard is 35 ppm and the deferral 8-hour standard is 9.0 ppm.

Based on the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak CO concentrations in the SCAB were a result of unusual meteorological and

topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, a 9.3 ppm 8-hour CO concentration was measured at the Long Beach Boulevard and Imperial Highway intersection, which was the highest CO generating intersection within the “hot spot” analysis. However, the SCAQMD determined that only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 8.6 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared (32). In contrast, the ambient 8-hour CO concentration within the Project study area is estimated at 1.1 ppm—1.6 ppm (please refer to previous Table 2-3).

The traffic volumes used in the 2003 AQMP “hot spot” analysis are shown on Table 3-14. The busiest intersection evaluated for AM traffic volumes was at Wilshire Boulevard and Veteran Avenue, which had an AM traffic volume of approximately 8,062 vph (33). The 2003 AQMP calculated that the highest 1-hour concentration for the intersection of Wilshire Boulevard and Veteran Avenue was 4.6 ppm. This indicates that, should the hourly traffic volume increase four times to 32,250 vehicles per hour, CO concentrations (4.6 ppm x 4 = 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm).<sup>4</sup>

**TABLE 3-14: TRAFFIC VOLUMES**

Intersection Location	Total (AM/PM)				
	Wilshire Boulevard/Veteran Avenue	4,954/2,069	1,830/3,317	721/1,400	560/933
Sunset Boulevard/Highland Avenue	1,417/1,764	1,342/1,540	2,304/1,832	1,551/2,238	6,614/5,374
La Cienega Boulevard/Century Boulevard	2,540/2,243	1,890/2,728	1,384/2,029	821/1,674	6,634/8,674
Long Beach Boulevard/Imperial Highway	1,217/2,020	1,760/1,400	479/944	756/1,150	4,212/5,514

Source: 2003 AQMP

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph) —or 24,000 vph where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (34).

The proposed Project considered herein would generate 6,298 trips and would not produce the volume of traffic required to generate a CO “hot spot” either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO “hot spots” are not an environmental impact of concern for the proposed Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

<sup>4</sup> Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm).

### 3.8 AIR QUALITY MANAGEMENT PLANNING

The Project site is located within the SCAB, which is characterized by relatively poor air quality. The SCAQMD has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county Basin and the Los Angeles County and Riverside County portions of what use to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the SCAG, county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

In March 2017, the AQMD released the Final 2016 AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as, explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels (35). Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements (36). The Project's consistency with the AQMP will be determined using the 2016 AQMP as discussed below.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993) (37). These indicators are discussed below:

***Consistency Criterion No. 1: The proposed Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.***

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

#### Construction Impacts – Consistency Criterion 1

Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if LSTs or regional significance thresholds were exceeded. With implementation of SCAMD Rules and MM AQ-1, the Project's localized construction-source emissions would not exceed applicable regional significance thresholds or LST. As such, the Project is consistent with the AQMP with regard to regional construction-source air quality.

Operational Impacts – Consistency Criterion 1

As evaluated, the Project’s localized operational-source emissions would not exceed applicable regional or localized significance thresholds. As such, the Project would not result in a significant impact with respect to this criterion.

On the basis of the preceding discussion, and the lack of thresholds exceedances the Project is determined to be inconsistent with the first criterion.

***Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.***

The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in County of Riverside General Plan is considered to be consistent with the AQMP.

Construction Impacts – Consistency Criterion 2

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site’s land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities.

Operational Impacts – Consistency Criterion 2

The County of Riverside General Plan designates the Project site Specific Plan (SP). The “Specific Plan” land use designation allows for a variety of uses, densities and building intensities on parcels of seventy-five or more acres subject to a master site plan and comprehensive development standards that provide for flexibility in design, creation of unique neighborhoods, amenities including parks and inclusion of appropriate infrastructure (38). As previously stated, the total development is proposed to consist of 356 single family detached residential dwelling units, 80 attached senior housing units, a 6.5-acre sports park/active park, and 176,000 square feet of commercial retail uses. For the purposes of the calculating and evaluating a conservative trip generation, the commercial retail area is proposed to include a 50,000 square foot supermarket, 14,000 square foot pharmacy, 101,500 square feet of commercial retail uses, and 10,500 square feet of fast-food restaurant with drive-through window use. While the Project would require a General Plan amendment, the purpose of the amendment is to allow a reconfiguration of the land use plan to more appropriately locate uses and actually results in a slight reduction in land use intensity and fewer trips and thus less VMT. Therefore, the uses proposed by the Project are consistent with the County of Riverside growth projections and therefore, the Project would not conflict or obstruct with the goals and objectives of the AQMP.

On the basis of the preceding discussion, the Project is determined to be consistent with the second criterion.

### **AQMP Consistency Conclusion**

The Project would not result in or cause NAAQS or CAAQS violations, or exceed the applicable threshold of significance which results in a significant impact. As such, the Project is therefore considered to be inconsistent with the AQMP.

## **3.9 TOXIC AIR CONTAMINANTS**

### **CONSTRUCTION ACTIVITY**

During short-term construction activity, the Project will also result in some diesel particulate matter (DPM) which is a listed carcinogen and toxic air contaminant (TAC) in the State of California. The 2015 Office of Environmental Health Hazard Assessment (OEHHA) revised risk assessment guidelines suggest that construction projects as short as 2-6 months may warrant evaluation. Notwithstanding, based on Urban Crossroad's professional opinion and experience in preparing health risk assessments for development projects, given the distance of the Project from surrounding sensitive receptors, the dominant wind patterns blowing to the northwest away for receptors, and the annual PM<sub>2.5</sub> emissions from equipment during each year of construction, any DPM generated from construction activity would result in less than significant ground level concentrations of DPM and not result in a significant health risks and no further evaluation is required.

Furthermore, many air districts throughout the state, including the SCAQMD, are currently evaluating the applicability of age sensitivity factors and have not established CEQA guidance. More specifically in their response to comments received on SCAQMD New Source Review rule, the SCAQMD explicitly states that:

"The Proposed Amended Rules are separate from the CEQA significance thresholds. The SCAQMD staff is currently evaluating how to implement the Revised OEHHA Guidelines under CEQA. The SCAQMD staff will evaluate a variety of options on how to evaluate health risks under the Revised OEHHA Guidelines under CEQA. The SCAQMD staff will conduct public workshops to gather input before bringing recommendations to the Governing Board. In the interim, staff will continue to use the previous guidelines for CEQA determinations."

### **OPERATIONAL**

TACs analysis apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The proposed project does not include such uses, and thus, due to the lack of significant stationary source emissions, no TAC analysis is needed for operations.

## **3.10 POTENTIAL IMPACTS TO SENSITIVE RECEPTORS**

The potential impact of Project-generated air pollutant emissions at sensitive receptors has also been considered. Sensitive receptors can include uses such as long-term health care facilities,

rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors.

Results of the LST analysis indicate the Project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be exposed to substantial criteria pollutant concentrations during Project construction, and this is considered a less than significant impact.

Results of the LST analysis indicate that the Project will not exceed the SCAQMD localized significance thresholds during operational activity. Further Project traffic would not create or result in a CO “hotspot.” Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of Project operations.

### **3.11 ODORS**

The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The Project is residential and does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project’s (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City’s solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required (39).

### 3.12 CUMULATIVE IMPACTS

As previously shown in Table 2-3, the CAAQS designate the Project site as nonattainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> while the NAAQS designates the Project site as nonattainment for O<sub>3</sub> and PM<sub>2.5</sub>.

The AQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (40). In this report the AQMD clearly states (Page D-3):

*...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or Environmental Impact Report (EIR). The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is HI > 1.0 while the cumulative (facility-wide) is HI > 3.0. It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.*

*Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.*

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable.

#### Construction Impacts

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that, with compliance with SCAQMD Rules and implementation of MM AQ-1, Project construction-source air pollutant emissions would not result in exceedances of regional or local thresholds. Therefore, Project construction-source emissions would be considered less than significant on a project-specific and cumulative basis with implementation of mitigation.

### Operational Impacts

Project operational-source emissions would not exceed applicable SCAQMD regional or local thresholds of significance. Therefore, Project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.



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## 5 CERTIFICATIONS

The contents of this air study report represent an accurate depiction of the environmental impacts associated with the proposed Keller Crossing Specific Plan Project. The information contained in this air quality impact assessment report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (619) 788-1971.

William Maddux  
Senior Associate  
URBAN CROSSROADS, INC.  
(619) 788-1971  
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### EDUCATION

Bachelor of Science in Urban and Regional Planning  
California Polytechnic State University, Pomona • June 2000

### PROFESSIONAL AFFILIATIONS

ASA – Acoustical Society of America  
APA – American Planning Association  
AWMA – Air and Waste Management Association

### PROFESSIONAL CERTIFICATIONS``

HARP Model Training – Bluescape Environmental • 2004  
Air Dispersion Modeling – Lakes Environmental • 2008  
2007  
AB2588 Regulatory Standards – Trinity Consultants • November 2006  
Air Dispersion Modeling – Lakes Environmental • June 2006

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**APPENDIX 3.1:  
CALEEMOD EMISSIONS MODEL OUTPUTS**

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Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**Keller Crossing  
South Coast AQMD Air District, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Pharmacy/Drugstore w/o Drive Thru	14.00	1000sqft	0.32	14,000.00	0
Other Non-Asphalt Surfaces	48.30	Acre	48.30	2,103,948.00	0
City Park	6.50	Acre	6.50	283,140.00	0
Fast Food Restaurant with Drive Thru	10.50	1000sqft	0.24	10,500.00	0
Retirement Community	80.00	Dwelling Unit	16.00	80,000.00	229
Single Family Housing	356.00	Dwelling Unit	115.58	640,800.00	1018
Strip Mall	101.50	1000sqft	3.31	101,500.00	0
Supermarket	50.00	1000sqft	1.15	50,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2023
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	390.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

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

- Project Characteristics -
- Land Use - Acres of retail increased to match site plan acreage of 191.4
- Construction Phase - Based on developed time frame
- Off-road Equipment - Standard 8-hour day
- Off-road Equipment - increased equipmnet for construction duration and standard 8-hour day

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Off-road Equipment - Tractor/Backhoe/Loaders and Excavators replaced with crawler tractor for dust generation. HP and LF from Tractor/Backhoe/Loaders and Excavators used to simulate original equipment

Off-road Equipment -

Off-road Equipment - Tractor/Backhoe/Loaders replaced with crawler tractor for dust generation. HP and LF from Tractor/Backhoe/Loaders used to simulate original equipment

Trips and VMT -

Grading - No import or export

Vehicle Trips - Trip rate apportioned based on traffic report and ratio of weekday to weekend trip

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Rule 445

Area Coating -

Water And Wastewater - 20% reduction in indoor water use based on CALGreen plumbing fixture flow rates as compared to CalEEMod 2000 data set.

Solid Waste -

Construction Off-road Equipment Mitigation - Rule 403 watering 4x/day and trackout device

Energy Mitigation - Based on Title 24 requirements

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	126,237.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	486,540.00	490,185.00
tblArchitecturalCoating	ConstArea_Residential_Interior	1,459,620.00	1,470,555.00
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	74
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	74
tblConstructionPhase	NumDays	120.00	34.00
tblConstructionPhase	NumDays	310.00	58.00
tblConstructionPhase	NumDays	3,100.00	495.00
tblConstructionPhase	NumDays	220.00	120.00

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

tblConstructionPhase	NumDays	220.00	120.00
tblFireplaces	NumberGas	68.00	72.00
tblFireplaces	NumberGas	302.60	320.00
tblFireplaces	NumberNoFireplace	35.60	36.00
tblFireplaces	NumberWood	4.00	0.00
tblFireplaces	NumberWood	17.80	0.00
tblLandUse	LotAcreage	2.33	3.31
tblOffRoadEquipment	HorsePower	212.00	97.00
tblOffRoadEquipment	HorsePower	212.00	97.00
tblOffRoadEquipment	HorsePower	212.00	158.00
tblOffRoadEquipment	LoadFactor	0.43	0.37
tblOffRoadEquipment	LoadFactor	0.43	0.37
tblOffRoadEquipment	LoadFactor	0.43	0.38
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	WorkerTripNumber	1,246.00	1,247.00
tblVehicleTrips	ST_TR	1.96	36.34
tblVehicleTrips	ST_TR	616.12	177.42
tblVehicleTrips	ST_TR	90.08	41.87
tblVehicleTrips	ST_TR	2.03	0.90
tblVehicleTrips	ST_TR	9.54	2.75
tblVehicleTrips	ST_TR	42.04	16.35
tblVehicleTrips	ST_TR	177.62	51.17

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

tblVehicleTrips	SU_TR	2.19	40.60
tblVehicleTrips	SU_TR	472.58	136.09
tblVehicleTrips	SU_TR	90.08	35.62
tblVehicleTrips	SU_TR	1.95	0.86
tblVehicleTrips	SU_TR	8.55	2.46
tblVehicleTrips	SU_TR	20.43	7.94
tblVehicleTrips	SU_TR	166.47	47.95
tblVehicleTrips	WD_TR	0.78	14.46
tblVehicleTrips	WD_TR	470.95	135.62
tblVehicleTrips	WD_TR	90.08	31.43
tblVehicleTrips	WD_TR	2.40	1.06
tblVehicleTrips	WD_TR	9.44	2.72
tblVehicleTrips	WD_TR	44.32	17.23
tblVehicleTrips	WD_TR	106.78	30.76
tblWater	IndoorWaterUseRate	3,187,103.98	2,549,683.18
tblWater	IndoorWaterUseRate	986,265.32	789,012.26
tblWater	IndoorWaterUseRate	5,212,322.05	4,169,857.64
tblWater	IndoorWaterUseRate	23,194,833.12	18,555,866.50
tblWater	IndoorWaterUseRate	7,518,360.93	6,014,688.74
tblWater	IndoorWaterUseRate	6,163,410.74	4,930,728.59
tblWoodstoves	NumberCatalytic	4.00	0.00
tblWoodstoves	NumberCatalytic	17.80	0.00
tblWoodstoves	NumberNoncatalytic	4.00	0.00
tblWoodstoves	NumberNoncatalytic	17.80	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.0 Emissions Summary**

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Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	8.6363	85.8888	52.0710	0.1039	32.4669	4.5391	37.0060	14.2124	4.1760	18.3884	0.0000	10,087.6986	10,087.6986	3.1463	9.2900e-003	10,169.1250
2023	7.8468	50.5010	85.1552	0.2648	16.9288	1.9867	18.6022	4.5575	1.8278	6.1300	0.0000	27,125.8805	27,125.8805	1.9486	1.6072	27,653.3362
2024	60.8372	59.9241	107.6366	0.3118	19.8797	2.0528	21.9325	5.3401	1.9240	7.2641	0.0000	31,897.7107	31,897.7107	2.6982	1.6261	32,449.7530
<b>Maximum</b>	<b>60.8372</b>	<b>85.8888</b>	<b>107.6366</b>	<b>0.3118</b>	<b>32.4669</b>	<b>4.5391</b>	<b>37.0060</b>	<b>14.2124</b>	<b>4.1760</b>	<b>18.3884</b>	<b>0.0000</b>	<b>31,897.7107</b>	<b>31,897.7107</b>	<b>3.1463</b>	<b>1.6261</b>	<b>32,449.7530</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	8.6363	85.8888	52.0710	0.1039	8.5858	4.5391	13.1249	3.7369	4.1760	7.9129	0.0000	10,087.6986	10,087.6986	3.1463	9.2900e-003	10,169.1250
2023	7.8468	50.5010	85.1552	0.2648	10.3748	1.9867	12.0482	2.9488	1.8278	4.5213	0.0000	27,125.8805	27,125.8805	1.9486	1.6072	27,653.3361
2024	60.8372	59.9241	107.6366	0.3118	12.1456	2.0528	14.1984	3.4417	1.9240	5.3657	0.0000	31,897.7107	31,897.7107	2.6982	1.6261	32,449.7530
<b>Maximum</b>	<b>60.8372</b>	<b>85.8888</b>	<b>107.6366</b>	<b>0.3118</b>	<b>12.1456</b>	<b>4.5391</b>	<b>14.1984</b>	<b>3.7369</b>	<b>4.1760</b>	<b>7.9129</b>	<b>0.0000</b>	<b>31,897.7107</b>	<b>31,897.7107</b>	<b>3.1463</b>	<b>1.6261</b>	<b>32,449.7530</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	55.10	0.00	49.22	58.00	0.00	43.99	0.00	0.00	0.00	0.00	0.00	0.00

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	22.2065	6.9175	38.7692	0.0434		0.7250	0.7250		0.7250	0.7250	0.0000	8,365.9958	8,365.9958	0.2215	0.1522	8,416.8859
Energy	0.4536	3.9422	2.1310	0.0247		0.3134	0.3134		0.3134	0.3134		4,948.8327	4,948.8327	0.0949	0.0907	4,978.2411
Mobile	18.5314	16.1746	146.1741	0.2921	29.2030	0.2190	29.4219	7.7818	0.2035	7.9853		30,072.5742	30,072.5742	2.2179	1.4320	30,554.7570
<b>Total</b>	<b>41.1915</b>	<b>27.0343</b>	<b>187.0744</b>	<b>0.3602</b>	<b>29.2030</b>	<b>1.2574</b>	<b>30.4603</b>	<b>7.7818</b>	<b>1.2419</b>	<b>9.0237</b>	<b>0.0000</b>	<b>43,387.4027</b>	<b>43,387.4027</b>	<b>2.5343</b>	<b>1.6749</b>	<b>43,949.8840</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	22.2065	6.9175	38.7692	0.0434		0.7250	0.7250		0.7250	0.7250	0.0000	8,365.9958	8,365.9958	0.2215	0.1522	8,416.8859
Energy	0.4536	3.9422	2.1310	0.0247		0.3134	0.3134		0.3134	0.3134		4,948.8327	4,948.8327	0.0949	0.0907	4,978.2411
Mobile	18.5314	16.1746	146.1741	0.2921	29.2030	0.2190	29.4219	7.7818	0.2035	7.9853		30,072.5742	30,072.5742	2.2179	1.4320	30,554.7570
<b>Total</b>	<b>41.1915</b>	<b>27.0343</b>	<b>187.0744</b>	<b>0.3602</b>	<b>29.2030</b>	<b>1.2574</b>	<b>30.4603</b>	<b>7.7818</b>	<b>1.2419</b>	<b>9.0237</b>	<b>0.0000</b>	<b>43,387.4027</b>	<b>43,387.4027</b>	<b>2.5343</b>	<b>1.6749</b>	<b>43,949.8840</b>



Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	11/1/2022	12/16/2022	5	34	
2	Grading	Grading	11/16/2022	2/3/2023	5	58	
3	Building Construction	Building Construction	2/6/2023	12/27/2024	5	495	
4	Paving	Paving	7/15/2024	12/27/2024	5	120	
5	Architectural Coating	Architectural Coating	7/15/2024	12/27/2024	5	120	

**Acres of Grading (Site Preparation Phase): 119**

**Acres of Grading (Grading Phase): 232**

**Acres of Paving: 48.3**

**Residential Indoor: 1,470,555; Residential Outdoor: 490,185; Non-Residential Indoor: 264,000; Non-Residential Outdoor: 88,000; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Crawler Tractors	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Crawler Tractors	2	8.00	97	0.37
Grading	Crawler Tractors	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
			<b>64</b>		

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Grading	Scrapers	2	8.00	367	0.48
Building Construction	Cranes	2	8.00	231	0.29
Building Construction	Forklifts	6	8.00	89	0.20
Building Construction	Generator Sets	2	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	6	8.00	97	0.37
Building Construction	Welders	2	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	8.00	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	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	17	1,247.00	467.00	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	249.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Clean Paved Roads

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					21.7780	0.0000	21.7780	10.3315	0.0000	10.3315			0.0000			0.0000
Off-Road	4.0309	39.2966	20.6839	0.0380		2.2849	2.2849		2.1021	2.1021		3,686.3768	3,686.3768	1.1923		3,716.1830
<b>Total</b>	<b>4.0309</b>	<b>39.2966</b>	<b>20.6839</b>	<b>0.0380</b>	<b>21.7780</b>	<b>2.2849</b>	<b>24.0629</b>	<b>10.3315</b>	<b>2.1021</b>	<b>12.4336</b>		<b>3,686.3768</b>	<b>3,686.3768</b>	<b>1.1923</b>		<b>3,716.1830</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.6871	1.8200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1100e-003	0.0545		185.2465	185.2465	4.8100e-003	4.4000e-003	186.6790
<b>Total</b>	<b>0.0620</b>	<b>0.0436</b>	<b>0.6871</b>	<b>1.8200e-003</b>	<b>0.2012</b>	<b>1.2000e-003</b>	<b>0.2024</b>	<b>0.0534</b>	<b>1.1100e-003</b>	<b>0.0545</b>		<b>185.2465</b>	<b>185.2465</b>	<b>4.8100e-003</b>	<b>4.4000e-003</b>	<b>186.6790</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					5.6623	0.0000	5.6623	2.6862	0.0000	2.6862			0.0000			0.0000
Off-Road	4.0309	39.2966	20.6839	0.0380		2.2849	2.2849		2.1021	2.1021	0.0000	3,686.3768	3,686.3768	1.1923		3,716.1830
<b>Total</b>	<b>4.0309</b>	<b>39.2966</b>	<b>20.6839</b>	<b>0.0380</b>	<b>5.6623</b>	<b>2.2849</b>	<b>7.9472</b>	<b>2.6862</b>	<b>2.1021</b>	<b>4.7883</b>	<b>0.0000</b>	<b>3,686.3768</b>	<b>3,686.3768</b>	<b>1.1923</b>		<b>3,716.1830</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.6871	1.8200e-003	0.1207	1.2000e-003	0.1219	0.0336	1.1100e-003	0.0347		185.2465	185.2465	4.8100e-003	4.4000e-003	186.6790
<b>Total</b>	<b>0.0620</b>	<b>0.0436</b>	<b>0.6871</b>	<b>1.8200e-003</b>	<b>0.1207</b>	<b>1.2000e-003</b>	<b>0.1219</b>	<b>0.0336</b>	<b>1.1100e-003</b>	<b>0.0347</b>		<b>185.2465</b>	<b>185.2465</b>	<b>4.8100e-003</b>	<b>4.4000e-003</b>	<b>186.6790</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					10.2641	0.0000	10.2641	3.7683	0.0000	3.7683			0.0000			0.0000
Off-Road	4.4745	46.5002	29.9366	0.0621		2.2517	2.2517		2.0716	2.0716		6,010.2459	6,010.2459	1.9438		6,058.8418
<b>Total</b>	<b>4.4745</b>	<b>46.5002</b>	<b>29.9366</b>	<b>0.0621</b>	<b>10.2641</b>	<b>2.2517</b>	<b>12.5158</b>	<b>3.7683</b>	<b>2.0716</b>	<b>5.8398</b>		<b>6,010.2459</b>	<b>6,010.2459</b>	<b>1.9438</b>		<b>6,058.8418</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0689	0.0485	0.7634	2.0200e-003	0.2236	1.3400e-003	0.2249	0.0593	1.2300e-003	0.0605		205.8294	205.8294	5.3500e-003	4.8900e-003	207.4211
<b>Total</b>	<b>0.0689</b>	<b>0.0485</b>	<b>0.7634</b>	<b>2.0200e-003</b>	<b>0.2236</b>	<b>1.3400e-003</b>	<b>0.2249</b>	<b>0.0593</b>	<b>1.2300e-003</b>	<b>0.0605</b>		<b>205.8294</b>	<b>205.8294</b>	<b>5.3500e-003</b>	<b>4.8900e-003</b>	<b>207.4211</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					2.6687	0.0000	2.6687	0.9798	0.0000	0.9798			0.0000			0.0000
Off-Road	4.4745	46.5002	29.9366	0.0621		2.2517	2.2517		2.0716	2.0716	0.0000	6,010.2459	6,010.2459	1.9438		6,058.8418
<b>Total</b>	<b>4.4745</b>	<b>46.5002</b>	<b>29.9366</b>	<b>0.0621</b>	<b>2.6687</b>	<b>2.2517</b>	<b>4.9204</b>	<b>0.9798</b>	<b>2.0716</b>	<b>3.0513</b>	<b>0.0000</b>	<b>6,010.2459</b>	<b>6,010.2459</b>	<b>1.9438</b>		<b>6,058.8418</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0689	0.0485	0.7634	2.0200e-003	0.1342	1.3400e-003	0.1355	0.0373	1.2300e-003	0.0386		205.8294	205.8294	5.3500e-003	4.8900e-003	207.4211
<b>Total</b>	<b>0.0689</b>	<b>0.0485</b>	<b>0.7634</b>	<b>2.0200e-003</b>	<b>0.1342</b>	<b>1.3400e-003</b>	<b>0.1355</b>	<b>0.0373</b>	<b>1.2300e-003</b>	<b>0.0386</b>		<b>205.8294</b>	<b>205.8294</b>	<b>5.3500e-003</b>	<b>4.8900e-003</b>	<b>207.4211</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Grading - 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					
Fugitive Dust					10.2641	0.0000	10.2641	3.7683	0.0000	3.7683			0.0000			0.0000
Off-Road	4.0831	41.4282	28.8486	0.0621		1.9855	1.9855		1.8266	1.8266		6,010.080 2	6,010.080 2	1.9438		6,058.674 7
<b>Total</b>	<b>4.0831</b>	<b>41.4282</b>	<b>28.8486</b>	<b>0.0621</b>	<b>10.2641</b>	<b>1.9855</b>	<b>12.2496</b>	<b>3.7683</b>	<b>1.8266</b>	<b>5.5949</b>		<b>6,010.080 2</b>	<b>6,010.080 2</b>	<b>1.9438</b>		<b>6,058.674 7</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0639	0.0429	0.7035	1.9600e-003	0.2236	1.2600e-003	0.2248	0.0593	1.1600e-003	0.0605		200.3998	200.3998	4.8000e-003	4.5200e-003	201.8669
<b>Total</b>	<b>0.0639</b>	<b>0.0429</b>	<b>0.7035</b>	<b>1.9600e-003</b>	<b>0.2236</b>	<b>1.2600e-003</b>	<b>0.2248</b>	<b>0.0593</b>	<b>1.1600e-003</b>	<b>0.0605</b>		<b>200.3998</b>	<b>200.3998</b>	<b>4.8000e-003</b>	<b>4.5200e-003</b>	<b>201.8669</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Grading - 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					
Fugitive Dust					2.6687	0.0000	2.6687	0.9798	0.0000	0.9798			0.0000			0.0000
Off-Road	4.0831	41.4282	28.8486	0.0621		1.9855	1.9855		1.8266	1.8266	0.0000	6,010.080 2	6,010.080 2	1.9438		6,058.674 7
<b>Total</b>	<b>4.0831</b>	<b>41.4282</b>	<b>28.8486</b>	<b>0.0621</b>	<b>2.6687</b>	<b>1.9855</b>	<b>4.6541</b>	<b>0.9798</b>	<b>1.8266</b>	<b>2.8064</b>	<b>0.0000</b>	<b>6,010.080 2</b>	<b>6,010.080 2</b>	<b>1.9438</b>		<b>6,058.674 7</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0639	0.0429	0.7035	1.9600e-003	0.1342	1.2600e-003	0.1354	0.0373	1.1600e-003	0.0385		200.3998	200.3998	4.8000e-003	4.5200e-003	201.8669
<b>Total</b>	<b>0.0639</b>	<b>0.0429</b>	<b>0.7035</b>	<b>1.9600e-003</b>	<b>0.1342</b>	<b>1.2600e-003</b>	<b>0.1354</b>	<b>0.0373</b>	<b>1.1600e-003</b>	<b>0.0385</b>		<b>200.3998</b>	<b>200.3998</b>	<b>4.8000e-003</b>	<b>4.5200e-003</b>	<b>201.8669</b>



Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	3.3469	30.8754	34.6201	0.0577		1.4962	1.4962		1.4058	1.4058		5,476.3070	5,476.3070	1.3340		5,509.6577
<b>Total</b>	<b>3.3469</b>	<b>30.8754</b>	<b>34.6201</b>	<b>0.0577</b>		<b>1.4962</b>	<b>1.4962</b>		<b>1.4058</b>	<b>1.4058</b>		<b>5,476.3070</b>	<b>5,476.3070</b>	<b>1.3340</b>		<b>5,509.6577</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5164	16.9521	6.6740	0.0850	2.9903	0.0987	3.0890	0.8609	0.0944	0.9554		9,154.6441	9,154.6441	0.3077	1.3253	9,557.2784
Worker	3.9835	2.6734	43.8611	0.1221	13.9385	0.0785	14.0170	3.6966	0.0723	3.7688		12,494.9294	12,494.9294	0.2991	0.2819	12,586.4001
<b>Total</b>	<b>4.4999</b>	<b>19.6256</b>	<b>50.5351</b>	<b>0.2071</b>	<b>16.9288</b>	<b>0.1772</b>	<b>17.1060</b>	<b>4.5575</b>	<b>0.1667</b>	<b>4.7242</b>		<b>21,649.5735</b>	<b>21,649.5735</b>	<b>0.6068</b>	<b>1.6072</b>	<b>22,143.6785</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	3.3469	30.8754	34.6201	0.0577		1.4962	1.4962		1.4058	1.4058	0.0000	5,476.3070	5,476.3070	1.3340		5,509.6577
<b>Total</b>	<b>3.3469</b>	<b>30.8754</b>	<b>34.6201</b>	<b>0.0577</b>		<b>1.4962</b>	<b>1.4962</b>		<b>1.4058</b>	<b>1.4058</b>	<b>0.0000</b>	<b>5,476.3070</b>	<b>5,476.3070</b>	<b>1.3340</b>		<b>5,509.6577</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5164	16.9521	6.6740	0.0850	2.0105	0.0987	2.1092	0.6204	0.0944	0.7149		9,154.6441	9,154.6441	0.3077	1.3253	9,557.2784
Worker	3.9835	2.6734	43.8611	0.1221	8.3644	0.0785	8.4429	2.3284	0.0723	2.4006		12,494.9294	12,494.9294	0.2991	0.2819	12,586.4001
<b>Total</b>	<b>4.4999</b>	<b>19.6256</b>	<b>50.5351</b>	<b>0.2071</b>	<b>10.3748</b>	<b>0.1772</b>	<b>10.5520</b>	<b>2.9488</b>	<b>0.1667</b>	<b>3.1155</b>		<b>21,649.5735</b>	<b>21,649.5735</b>	<b>0.6068</b>	<b>1.6072</b>	<b>22,143.6785</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1340	28.8498	34.4540	0.0577		1.3129	1.3129		1.2332	1.2332		5,477.4247	5,477.4247	1.3271		5,510.6017
<b>Total</b>	<b>3.1340</b>	<b>28.8498</b>	<b>34.4540</b>	<b>0.0577</b>		<b>1.3129</b>	<b>1.3129</b>		<b>1.2332</b>	<b>1.2332</b>		<b>5,477.4247</b>	<b>5,477.4247</b>	<b>1.3271</b>		<b>5,510.6017</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5042	17.0292	6.5642	0.0837	2.9903	0.0990	3.0893	0.8609	0.0947	0.9556		9,022.9462	9,022.9462	0.3077	1.3082	9,420.4732
Worker	3.7196	2.3896	40.9167	0.1185	13.9385	0.0752	14.0138	3.6966	0.0692	3.7658		12,226.1529	12,226.1529	0.2710	0.2624	12,311.1246
<b>Total</b>	<b>4.2238</b>	<b>19.4188</b>	<b>47.4809</b>	<b>0.2022</b>	<b>16.9288</b>	<b>0.1742</b>	<b>17.1030</b>	<b>4.5575</b>	<b>0.1639</b>	<b>4.7214</b>		<b>21,249.0991</b>	<b>21,249.0991</b>	<b>0.5787</b>	<b>1.5706</b>	<b>21,731.5978</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1340	28.8498	34.4540	0.0577		1.3129	1.3129		1.2332	1.2332	0.0000	5,477.4247	5,477.4247	1.3271		5,510.6017
<b>Total</b>	<b>3.1340</b>	<b>28.8498</b>	<b>34.4540</b>	<b>0.0577</b>		<b>1.3129</b>	<b>1.3129</b>		<b>1.2332</b>	<b>1.2332</b>	<b>0.0000</b>	<b>5,477.4247</b>	<b>5,477.4247</b>	<b>1.3271</b>		<b>5,510.6017</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5042	17.0292	6.5642	0.0837	2.0104	0.0990	2.1094	0.6204	0.0947	0.7151		9,022.9462	9,022.9462	0.3077	1.3082	9,420.4732
Worker	3.7196	2.3896	40.9167	0.1185	8.3644	0.0752	8.4396	2.3284	0.0692	2.3976		12,226.1529	12,226.1529	0.2710	0.2624	12,311.1246
<b>Total</b>	<b>4.2238</b>	<b>19.4188</b>	<b>47.4809</b>	<b>0.2022</b>	<b>10.3748</b>	<b>0.1742</b>	<b>10.5490</b>	<b>2.9488</b>	<b>0.1639</b>	<b>3.1127</b>		<b>21,249.0991</b>	<b>21,249.0991</b>	<b>0.5787</b>	<b>1.5706</b>	<b>21,731.5978</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2024**

**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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>		<b>2,207.547 2</b>	<b>2,207.547 2</b>	<b>0.7140</b>		<b>2,225.396 3</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0447	0.0287	0.4922	1.4300e-003	0.1677	9.0000e-004	0.1686	0.0445	8.3000e-004	0.0453		147.0668	147.0668	3.2600e-003	3.1600e-003	148.0889
<b>Total</b>	<b>0.0447</b>	<b>0.0287</b>	<b>0.4922</b>	<b>1.4300e-003</b>	<b>0.1677</b>	<b>9.0000e-004</b>	<b>0.1686</b>	<b>0.0445</b>	<b>8.3000e-004</b>	<b>0.0453</b>		<b>147.0668</b>	<b>147.0668</b>	<b>3.2600e-003</b>	<b>3.1600e-003</b>	<b>148.0889</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2024**

**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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>	<b>0.0000</b>	<b>2,207.547 2</b>	<b>2,207.547 2</b>	<b>0.7140</b>		<b>2,225.396 3</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0447	0.0287	0.4922	1.4300e-003	0.1006	9.0000e-004	0.1015	0.0280	8.3000e-004	0.0288		147.0668	147.0668	3.2600e-003	3.1600e-003	148.0889
<b>Total</b>	<b>0.0447</b>	<b>0.0287</b>	<b>0.4922</b>	<b>1.4300e-003</b>	<b>0.1006</b>	<b>9.0000e-004</b>	<b>0.1015</b>	<b>0.0280</b>	<b>8.3000e-004</b>	<b>0.0288</b>		<b>147.0668</b>	<b>147.0668</b>	<b>3.2600e-003</b>	<b>3.1600e-003</b>	<b>148.0889</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**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	51.4628					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2410	1.6251	2.4135	3.9600e-003		0.0812	0.0812		0.0812	0.0812		375.2641	375.2641	0.0211		375.7923
<b>Total</b>	<b>51.7038</b>	<b>1.6251</b>	<b>2.4135</b>	<b>3.9600e-003</b>		<b>0.0812</b>	<b>0.0812</b>		<b>0.0812</b>	<b>0.0812</b>		<b>375.2641</b>	<b>375.2641</b>	<b>0.0211</b>		<b>375.7923</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.7427	0.4772	8.1702	0.0237	2.7832	0.0150	2.7983	0.7381	0.0138	0.7520		2,441.3088	2,441.3088	0.0541	0.0524	2,458.2759
<b>Total</b>	<b>0.7427</b>	<b>0.4772</b>	<b>8.1702</b>	<b>0.0237</b>	<b>2.7832</b>	<b>0.0150</b>	<b>2.7983</b>	<b>0.7381</b>	<b>0.0138</b>	<b>0.7520</b>		<b>2,441.3088</b>	<b>2,441.3088</b>	<b>0.0541</b>	<b>0.0524</b>	<b>2,458.2759</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**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	51.4628					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2410	1.6251	2.4135	3.9600e-003		0.0812	0.0812		0.0812	0.0812	0.0000	375.2641	375.2641	0.0211		375.7923
<b>Total</b>	<b>51.7038</b>	<b>1.6251</b>	<b>2.4135</b>	<b>3.9600e-003</b>		<b>0.0812</b>	<b>0.0812</b>		<b>0.0812</b>	<b>0.0812</b>	<b>0.0000</b>	<b>375.2641</b>	<b>375.2641</b>	<b>0.0211</b>		<b>375.7923</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.7427	0.4772	8.1702	0.0237	1.6702	0.0150	1.6852	0.4649	0.0138	0.4788		2,441.3088	2,441.3088	0.0541	0.0524	2,458.2759
<b>Total</b>	<b>0.7427</b>	<b>0.4772</b>	<b>8.1702</b>	<b>0.0237</b>	<b>1.6702</b>	<b>0.0150</b>	<b>1.6852</b>	<b>0.4649</b>	<b>0.0138</b>	<b>0.4788</b>		<b>2,441.3088</b>	<b>2,441.3088</b>	<b>0.0541</b>	<b>0.0524</b>	<b>2,458.2759</b>



Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	18.5314	16.1746	146.1741	0.2921	29.2030	0.2190	29.4219	7.7818	0.2035	7.9853		30,072.57 42	30,072.57 42	2.2179	1.4320	30,554.75 70
Unmitigated	18.5314	16.1746	146.1741	0.2921	29.2030	0.2190	29.4219	7.7818	0.2035	7.9853		30,072.57 42	30,072.57 42	2.2179	1.4320	30,554.75 70

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	93.99	236.21	263.90	398,770	398,770
Fast Food Restaurant with Drive Thru	1,424.01	1,862.91	1428.95	1,565,337	1,565,337
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Pharmacy/Drugstore w/o Drive Thru	440.02	586.18	498.68	642,235	642,235
Retirement Community	84.80	72.00	68.80	275,715	275,715
Single Family Housing	968.32	979.00	875.76	3,268,926	3,268,926
Strip Mall	1,748.85	1,659.53	805.91	3,046,778	3,046,778
Supermarket	1,538.00	2,558.50	2397.50	2,383,718	2,383,718
<b>Total</b>	<b>6,297.99</b>	<b>7,954.33</b>	<b>6,339.50</b>	<b>11,581,479</b>	<b>11,581,479</b>

**4.3 Trip Type Information**

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Fast Food Restaurant with Drive Thru	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Pharmacy/Drugstore w/o Drive Thru	16.60	8.40	6.90	7.40	73.60	19.00	41	6	53
Retirement Community	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791
Fast Food Restaurant with Drive Thru	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791
Other Non-Asphalt Surfaces	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791
Pharmacy/Drugstore w/o Drive Thru	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791
Retirement Community	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791
Single Family Housing	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791
Strip Mall	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791
Supermarket	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Kilowatt Hours of Renewable Electricity Generated

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
Natural Gas Mitigated	0.4536	3.9422	2.1310	0.0247		0.3134	0.3134		0.3134	0.3134		4,948.8327	4,948.8327	0.0949	0.0907	4,978.2411
Natural Gas Unmitigated	0.4536	3.9422	2.1310	0.0247		0.3134	0.3134		0.3134	0.3134		4,948.8327	4,948.8327	0.0949	0.0907	4,978.2411

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.2 Energy by Land Use - Natural Gas**

**Unmitigated**

	Natural Gas 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					
City Park	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
Fast Food Restaurant with Drive Thru	7843.64	0.0846	0.7690	0.6460	4.6100e-003		0.0584	0.0584		0.0584	0.0584		922.7816	922.7816	0.0177	0.0169	928.2653
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Pharmacy/Drugstore w/o Drive Thru	84.3836	9.1000e-004	8.2700e-003	6.9500e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004		9.9275	9.9275	1.9000e-004	1.8000e-004	9.9865
Retirement Community	3315.27	0.0358	0.3055	0.1300	1.9500e-003		0.0247	0.0247		0.0247	0.0247		390.0315	390.0315	7.4800e-003	7.1500e-003	392.3493
Single Family Housing	27589.5	0.2975	2.5426	1.0819	0.0162		0.2056	0.2056		0.2056	0.2056		3,245.8181	3,245.8181	0.0622	0.0595	3,265.1064
Strip Mall	611.781	6.6000e-003	0.0600	0.0504	3.6000e-004		4.5600e-003	4.5600e-003		4.5600e-003	4.5600e-003		71.9742	71.9742	1.3800e-003	1.3200e-003	72.4019
Supermarket	2620.55	0.0283	0.2569	0.2158	1.5400e-003		0.0195	0.0195		0.0195	0.0195		308.2998	308.2998	5.9100e-003	5.6500e-003	310.1318
<b>Total</b>		<b>0.4536</b>	<b>3.9422</b>	<b>2.1310</b>	<b>0.0247</b>		<b>0.3134</b>	<b>0.3134</b>		<b>0.3134</b>	<b>0.3134</b>		<b>4,948.8327</b>	<b>4,948.8327</b>	<b>0.0949</b>	<b>0.0907</b>	<b>4,978.2411</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

	Natural Gas 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					
City Park	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
Fast Food Restaurant with Drive Thru	7.84364	0.0846	0.7690	0.6460	4.6100e-003		0.0584	0.0584		0.0584	0.0584		922.7816	922.7816	0.0177	0.0169	928.2653
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Pharmacy/Drugstore w/o Drive Thru	0.0843836	9.1000e-004	8.2700e-003	6.9500e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004		9.9275	9.9275	1.9000e-004	1.8000e-004	9.9865
Retirement Community	3.31527	0.0358	0.3055	0.1300	1.9500e-003		0.0247	0.0247		0.0247	0.0247		390.0315	390.0315	7.4800e-003	7.1500e-003	392.3493
Single Family Housing	27.5895	0.2975	2.5426	1.0819	0.0162		0.2056	0.2056		0.2056	0.2056		3,245.8181	3,245.8181	0.0622	0.0595	3,265.1064
Strip Mall	0.611781	6.6000e-003	0.0600	0.0504	3.6000e-004		4.5600e-003	4.5600e-003		4.5600e-003	4.5600e-003		71.9742	71.9742	1.3800e-003	1.3200e-003	72.4019
Supermarket	2.62055	0.0283	0.2569	0.2158	1.5400e-003		0.0195	0.0195		0.0195	0.0195		308.2998	308.2998	5.9100e-003	5.6500e-003	310.1318
<b>Total</b>		<b>0.4536</b>	<b>3.9422</b>	<b>2.1310</b>	<b>0.0247</b>		<b>0.3134</b>	<b>0.3134</b>		<b>0.3134</b>	<b>0.3134</b>		<b>4,948.8327</b>	<b>4,948.8327</b>	<b>0.0949</b>	<b>0.0907</b>	<b>4,978.2411</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	22.2065	6.9175	38.7692	0.0434		0.7250	0.7250		0.7250	0.7250	0.0000	8,365.9958	8,365.9958	0.2215	0.1522	8,416.8859
Unmitigated	22.2065	6.9175	38.7692	0.0434		0.7250	0.7250		0.7250	0.7250	0.0000	8,365.9958	8,365.9958	0.2215	0.1522	8,416.8859

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.8430					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	18.5165					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7609	6.5026	2.7671	0.0415		0.5257	0.5257		0.5257	0.5257	0.0000	8,301.1765	8,301.1765	0.1591	0.1522	8,350.5062
Landscaping	1.0861	0.4150	36.0021	1.9000e-003		0.1992	0.1992		0.1992	0.1992		64.8193	64.8193	0.0624		66.3797
<b>Total</b>	<b>22.2065</b>	<b>6.9175</b>	<b>38.7692</b>	<b>0.0434</b>		<b>0.7250</b>	<b>0.7250</b>		<b>0.7250</b>	<b>0.7250</b>	<b>0.0000</b>	<b>8,365.9958</b>	<b>8,365.9958</b>	<b>0.2215</b>	<b>0.1522</b>	<b>8,416.8859</b>

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.8430					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	18.5165					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7609	6.5026	2.7671	0.0415		0.5257	0.5257		0.5257	0.5257	0.0000	8,301.1765	8,301.1765	0.1591	0.1522	8,350.5062
Landscaping	1.0861	0.4150	36.0021	1.9000e-003		0.1992	0.1992		0.1992	0.1992		64.8193	64.8193	0.0624		66.3797
<b>Total</b>	<b>22.2065</b>	<b>6.9175</b>	<b>38.7692</b>	<b>0.0434</b>		<b>0.7250</b>	<b>0.7250</b>		<b>0.7250</b>	<b>0.7250</b>	<b>0.0000</b>	<b>8,365.9958</b>	<b>8,365.9958</b>	<b>0.2215</b>	<b>0.1522</b>	<b>8,416.8859</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

Keller Crossing - South Coast AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**Keller Crossing**

**South Coast AQMD Air District, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Pharmacy/Drugstore w/o Drive Thru	14.00	1000sqft	0.32	14,000.00	0
Other Non-Asphalt Surfaces	48.30	Acre	48.30	2,103,948.00	0
City Park	6.50	Acre	6.50	283,140.00	0
Fast Food Restaurant with Drive Thru	10.50	1000sqft	0.24	10,500.00	0
Retirement Community	80.00	Dwelling Unit	16.00	80,000.00	229
Single Family Housing	356.00	Dwelling Unit	115.58	640,800.00	1018
Strip Mall	101.50	1000sqft	3.31	101,500.00	0
Supermarket	50.00	1000sqft	1.15	50,000.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	10			<b>Operational Year</b>	2023
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	390.98	<b>CH4 Intensity (lb/MW hr)</b>	0.033	<b>N2O Intensity (lb/MW hr)</b>	0.004

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

- Project Characteristics -
- Land Use - Acres of retail increased to match site plan acreage of 191.4
- Construction Phase - Based on developed time frame
- Off-road Equipment - Standard 8-hour day
- Off-road Equipment - increased equipmnet for construction duration and standard 8-hour day

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Off-road Equipment - Tractor/Backhoe/Loaders and Excavators replaced with crawler tractor for dust generation. HP and LF from Tractor/Backhoe/Loaders and Excavators used to simulate original equipment

Off-road Equipment -

Off-road Equipment - Tractor/Backhoe/Loaders replaced with crawler tractor for dust generation. HP and LF from Tractor/Backhoe/Loaders used to simulate original equipment

Trips and VMT -

Grading - No import or export

Vehicle Trips - Trip rate apportioned based on traffic report and ratio of weekday to weekend trip

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Rule 445

Area Coating -

Water And Wastewater - 20% reduction in indoor water use based on CALGreen plumbing fixture flow rates as compared to CalEEMod 2000 data set.

Solid Waste -

Construction Off-road Equipment Mitigation - Rule 403 watering 4x/day and trackout device

Energy Mitigation - Based on Title 24 requirements

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Parking	126,237.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	486,540.00	490,185.00
tblArchitecturalCoating	ConstArea_Residential_Interior	1,459,620.00	1,470,555.00
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	74
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	74
tblConstructionPhase	NumDays	120.00	34.00
tblConstructionPhase	NumDays	310.00	58.00
tblConstructionPhase	NumDays	3,100.00	495.00
tblConstructionPhase	NumDays	220.00	120.00

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

tblConstructionPhase	NumDays	220.00	120.00
tblFireplaces	NumberGas	68.00	72.00
tblFireplaces	NumberGas	302.60	320.00
tblFireplaces	NumberNoFireplace	35.60	36.00
tblFireplaces	NumberWood	4.00	0.00
tblFireplaces	NumberWood	17.80	0.00
tblLandUse	LotAcreage	2.33	3.31
tblOffRoadEquipment	HorsePower	212.00	97.00
tblOffRoadEquipment	HorsePower	212.00	97.00
tblOffRoadEquipment	HorsePower	212.00	158.00
tblOffRoadEquipment	LoadFactor	0.43	0.37
tblOffRoadEquipment	LoadFactor	0.43	0.37
tblOffRoadEquipment	LoadFactor	0.43	0.38
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	WorkerTripNumber	1,246.00	1,247.00
tblVehicleTrips	ST_TR	1.96	36.34
tblVehicleTrips	ST_TR	616.12	177.42
tblVehicleTrips	ST_TR	90.08	41.87
tblVehicleTrips	ST_TR	2.03	0.90
tblVehicleTrips	ST_TR	9.54	2.75
tblVehicleTrips	ST_TR	42.04	16.35
tblVehicleTrips	ST_TR	177.62	51.17

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

tblVehicleTrips	SU_TR	2.19	40.60
tblVehicleTrips	SU_TR	472.58	136.09
tblVehicleTrips	SU_TR	90.08	35.62
tblVehicleTrips	SU_TR	1.95	0.86
tblVehicleTrips	SU_TR	8.55	2.46
tblVehicleTrips	SU_TR	20.43	7.94
tblVehicleTrips	SU_TR	166.47	47.95
tblVehicleTrips	WD_TR	0.78	14.46
tblVehicleTrips	WD_TR	470.95	135.62
tblVehicleTrips	WD_TR	90.08	31.43
tblVehicleTrips	WD_TR	2.40	1.06
tblVehicleTrips	WD_TR	9.44	2.72
tblVehicleTrips	WD_TR	44.32	17.23
tblVehicleTrips	WD_TR	106.78	30.76
tblWater	IndoorWaterUseRate	3,187,103.98	2,549,683.18
tblWater	IndoorWaterUseRate	986,265.32	789,012.26
tblWater	IndoorWaterUseRate	5,212,322.05	4,169,857.64
tblWater	IndoorWaterUseRate	23,194,833.12	18,555,866.50
tblWater	IndoorWaterUseRate	7,518,360.93	6,014,688.74
tblWater	IndoorWaterUseRate	6,163,410.74	4,930,728.59
tblWoodstoves	NumberCatalytic	4.00	0.00
tblWoodstoves	NumberCatalytic	17.80	0.00
tblWoodstoves	NumberNoncatalytic	4.00	0.00
tblWoodstoves	NumberNoncatalytic	17.80	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.0 Emissions Summary**

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Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	8.6431	85.8975	51.9317	0.1037	32.4669	4.5391	37.0060	14.2124	4.1760	18.3884	0.0000	10,064.9588	10,064.9588	3.1464	9.8600e-003	10,146.5574
2023	8.0460	51.5919	81.2025	0.2578	16.9288	1.9867	18.6027	4.5575	1.8278	6.1305	0.0000	26,417.2996	26,417.2996	1.9486	1.6278	26,950.9787
2024	61.0796	61.0388	103.1578	0.3036	19.8797	2.0533	21.9330	5.3401	1.9245	7.2646	0.0000	31,055.0668	31,055.0668	2.7016	1.6488	31,613.9381
<b>Maximum</b>	<b>61.0796</b>	<b>85.8975</b>	<b>103.1578</b>	<b>0.3036</b>	<b>32.4669</b>	<b>4.5391</b>	<b>37.0060</b>	<b>14.2124</b>	<b>4.1760</b>	<b>18.3884</b>	<b>0.0000</b>	<b>31,055.0668</b>	<b>31,055.0668</b>	<b>3.1464</b>	<b>1.6488</b>	<b>31,613.9381</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	8.6431	85.8975	51.9317	0.1037	8.5858	4.5391	13.1249	3.7369	4.1760	7.9129	0.0000	10,064.9588	10,064.9588	3.1464	9.8600e-003	10,146.5574
2023	8.0460	51.5919	81.2025	0.2578	10.3748	1.9867	12.0487	2.9488	1.8278	4.5218	0.0000	26,417.2996	26,417.2996	1.9486	1.6278	26,950.9787
2024	61.0796	61.0388	103.1578	0.3036	12.1456	2.0533	14.1989	3.4417	1.9245	5.3662	0.0000	31,055.0668	31,055.0668	2.7016	1.6488	31,613.9381
<b>Maximum</b>	<b>61.0796</b>	<b>85.8975</b>	<b>103.1578</b>	<b>0.3036</b>	<b>12.1456</b>	<b>4.5391</b>	<b>14.1989</b>	<b>3.7369</b>	<b>4.1760</b>	<b>7.9129</b>	<b>0.0000</b>	<b>31,055.0668</b>	<b>31,055.0668</b>	<b>3.1464</b>	<b>1.6488</b>	<b>31,613.9381</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	55.10	0.00	49.22	58.00	0.00	43.99	0.00	0.00	0.00	0.00	0.00	0.00

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	22.2065	6.9175	38.7692	0.0434		0.7250	0.7250		0.7250	0.7250	0.0000	8,365.9958	8,365.9958	0.2215	0.1522	8,416.8859
Energy	0.4536	3.9422	2.1310	0.0247		0.3134	0.3134		0.3134	0.3134		4,948.8327	4,948.8327	0.0949	0.0907	4,978.2411
Mobile	17.6268	17.3900	144.8258	0.2788	29.2030	0.2192	29.4221	7.7818	0.2037	7.9855		28,707.3127	28,707.3127	2.3289	1.4930	29,210.4472
<b>Total</b>	<b>40.2869</b>	<b>28.2497</b>	<b>185.7261</b>	<b>0.3469</b>	<b>29.2030</b>	<b>1.2575</b>	<b>30.4605</b>	<b>7.7818</b>	<b>1.2421</b>	<b>9.0239</b>	<b>0.0000</b>	<b>42,022.1412</b>	<b>42,022.1412</b>	<b>2.6452</b>	<b>1.7359</b>	<b>42,605.5742</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	22.2065	6.9175	38.7692	0.0434		0.7250	0.7250		0.7250	0.7250	0.0000	8,365.9958	8,365.9958	0.2215	0.1522	8,416.8859
Energy	0.4536	3.9422	2.1310	0.0247		0.3134	0.3134		0.3134	0.3134		4,948.8327	4,948.8327	0.0949	0.0907	4,978.2411
Mobile	17.6268	17.3900	144.8258	0.2788	29.2030	0.2192	29.4221	7.7818	0.2037	7.9855		28,707.3127	28,707.3127	2.3289	1.4930	29,210.4472
<b>Total</b>	<b>40.2869</b>	<b>28.2497</b>	<b>185.7261</b>	<b>0.3469</b>	<b>29.2030</b>	<b>1.2575</b>	<b>30.4605</b>	<b>7.7818</b>	<b>1.2421</b>	<b>9.0239</b>	<b>0.0000</b>	<b>42,022.1412</b>	<b>42,022.1412</b>	<b>2.6452</b>	<b>1.7359</b>	<b>42,605.5742</b>



Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	11/1/2022	12/16/2022	5	34	
2	Grading	Grading	11/16/2022	2/3/2023	5	58	
3	Building Construction	Building Construction	2/6/2023	12/27/2024	5	495	
4	Paving	Paving	7/15/2024	12/27/2024	5	120	
5	Architectural Coating	Architectural Coating	7/15/2024	12/27/2024	5	120	

**Acres of Grading (Site Preparation Phase): 119**

**Acres of Grading (Grading Phase): 232**

**Acres of Paving: 48.3**

**Residential Indoor: 1,470,555; Residential Outdoor: 490,185; Non-Residential Indoor: 264,000; Non-Residential Outdoor: 88,000; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Crawler Tractors	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Crawler Tractors	2	8.00	97	0.37
Grading	Crawler Tractors	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
			<b>96</b>		

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Grading	Scrapers	2	8.00	367	0.48
Building Construction	Cranes	2	8.00	231	0.29
Building Construction	Forklifts	6	8.00	89	0.20
Building Construction	Generator Sets	2	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	6	8.00	97	0.37
Building Construction	Welders	2	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	8.00	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	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	17	1,247.00	467.00	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	249.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Clean Paved Roads

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					21.7780	0.0000	21.7780	10.3315	0.0000	10.3315			0.0000			0.0000
Off-Road	4.0309	39.2966	20.6839	0.0380		2.2849	2.2849		2.1021	2.1021		3,686.3768	3,686.3768	1.1923		3,716.1830
<b>Total</b>	<b>4.0309</b>	<b>39.2966</b>	<b>20.6839</b>	<b>0.0380</b>	<b>21.7780</b>	<b>2.2849</b>	<b>24.0629</b>	<b>10.3315</b>	<b>2.1021</b>	<b>12.4336</b>		<b>3,686.3768</b>	<b>3,686.3768</b>	<b>1.1923</b>		<b>3,716.1830</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.6211	1.7200e-003	0.2012	1.2000e-003	0.2024	0.0534	1.1100e-003	0.0545		174.4750	174.4750	4.8700e-003	4.6700e-003	175.9891
<b>Total</b>	<b>0.0652</b>	<b>0.0477</b>	<b>0.6211</b>	<b>1.7200e-003</b>	<b>0.2012</b>	<b>1.2000e-003</b>	<b>0.2024</b>	<b>0.0534</b>	<b>1.1100e-003</b>	<b>0.0545</b>		<b>174.4750</b>	<b>174.4750</b>	<b>4.8700e-003</b>	<b>4.6700e-003</b>	<b>175.9891</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					5.6623	0.0000	5.6623	2.6862	0.0000	2.6862			0.0000			0.0000
Off-Road	4.0309	39.2966	20.6839	0.0380		2.2849	2.2849		2.1021	2.1021	0.0000	3,686.3768	3,686.3768	1.1923		3,716.1830
<b>Total</b>	<b>4.0309</b>	<b>39.2966</b>	<b>20.6839</b>	<b>0.0380</b>	<b>5.6623</b>	<b>2.2849</b>	<b>7.9472</b>	<b>2.6862</b>	<b>2.1021</b>	<b>4.7883</b>	<b>0.0000</b>	<b>3,686.3768</b>	<b>3,686.3768</b>	<b>1.1923</b>		<b>3,716.1830</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.6211	1.7200e-003	0.1207	1.2000e-003	0.1219	0.0336	1.1100e-003	0.0347		174.4750	174.4750	4.8700e-003	4.6700e-003	175.9891
<b>Total</b>	<b>0.0652</b>	<b>0.0477</b>	<b>0.6211</b>	<b>1.7200e-003</b>	<b>0.1207</b>	<b>1.2000e-003</b>	<b>0.1219</b>	<b>0.0336</b>	<b>1.1100e-003</b>	<b>0.0347</b>		<b>174.4750</b>	<b>174.4750</b>	<b>4.8700e-003</b>	<b>4.6700e-003</b>	<b>175.9891</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					10.2641	0.0000	10.2641	3.7683	0.0000	3.7683			0.0000			0.0000
Off-Road	4.4745	46.5002	29.9366	0.0621		2.2517	2.2517		2.0716	2.0716		6,010.2459	6,010.2459	1.9438		6,058.8418
<b>Total</b>	<b>4.4745</b>	<b>46.5002</b>	<b>29.9366</b>	<b>0.0621</b>	<b>10.2641</b>	<b>2.2517</b>	<b>12.5158</b>	<b>3.7683</b>	<b>2.0716</b>	<b>5.8398</b>		<b>6,010.2459</b>	<b>6,010.2459</b>	<b>1.9438</b>		<b>6,058.8418</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0725	0.0530	0.6901	1.9100e-003	0.2236	1.3400e-003	0.2249	0.0593	1.2300e-003	0.0605		193.8611	193.8611	5.4100e-003	5.1900e-003	195.5435
<b>Total</b>	<b>0.0725</b>	<b>0.0530</b>	<b>0.6901</b>	<b>1.9100e-003</b>	<b>0.2236</b>	<b>1.3400e-003</b>	<b>0.2249</b>	<b>0.0593</b>	<b>1.2300e-003</b>	<b>0.0605</b>		<b>193.8611</b>	<b>193.8611</b>	<b>5.4100e-003</b>	<b>5.1900e-003</b>	<b>195.5435</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					2.6687	0.0000	2.6687	0.9798	0.0000	0.9798			0.0000			0.0000
Off-Road	4.4745	46.5002	29.9366	0.0621		2.2517	2.2517		2.0716	2.0716	0.0000	6,010.2459	6,010.2459	1.9438		6,058.8418
<b>Total</b>	<b>4.4745</b>	<b>46.5002</b>	<b>29.9366</b>	<b>0.0621</b>	<b>2.6687</b>	<b>2.2517</b>	<b>4.9204</b>	<b>0.9798</b>	<b>2.0716</b>	<b>3.0513</b>	<b>0.0000</b>	<b>6,010.2459</b>	<b>6,010.2459</b>	<b>1.9438</b>		<b>6,058.8418</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0725	0.0530	0.6901	1.9100e-003	0.1342	1.3400e-003	0.1355	0.0373	1.2300e-003	0.0386		193.8611	193.8611	5.4100e-003	5.1900e-003	195.5435
<b>Total</b>	<b>0.0725</b>	<b>0.0530</b>	<b>0.6901</b>	<b>1.9100e-003</b>	<b>0.1342</b>	<b>1.3400e-003</b>	<b>0.1355</b>	<b>0.0373</b>	<b>1.2300e-003</b>	<b>0.0386</b>		<b>193.8611</b>	<b>193.8611</b>	<b>5.4100e-003</b>	<b>5.1900e-003</b>	<b>195.5435</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Grading - 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					
Fugitive Dust					10.2641	0.0000	10.2641	3.7683	0.0000	3.7683			0.0000			0.0000
Off-Road	4.0831	41.4282	28.8486	0.0621		1.9855	1.9855		1.8266	1.8266		6,010.080 2	6,010.080 2	1.9438		6,058.674 7
<b>Total</b>	<b>4.0831</b>	<b>41.4282</b>	<b>28.8486</b>	<b>0.0621</b>	<b>10.2641</b>	<b>1.9855</b>	<b>12.2496</b>	<b>3.7683</b>	<b>1.8266</b>	<b>5.5949</b>		<b>6,010.080 2</b>	<b>6,010.080 2</b>	<b>1.9438</b>		<b>6,058.674 7</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0674	0.0469	0.6366	1.8400e-003	0.2236	1.2600e-003	0.2248	0.0593	1.1600e-003	0.0605		188.7698	188.7698	4.8600e-003	4.7900e-003	190.3203
<b>Total</b>	<b>0.0674</b>	<b>0.0469</b>	<b>0.6366</b>	<b>1.8400e-003</b>	<b>0.2236</b>	<b>1.2600e-003</b>	<b>0.2248</b>	<b>0.0593</b>	<b>1.1600e-003</b>	<b>0.0605</b>		<b>188.7698</b>	<b>188.7698</b>	<b>4.8600e-003</b>	<b>4.7900e-003</b>	<b>190.3203</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Grading - 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					
Fugitive Dust					2.6687	0.0000	2.6687	0.9798	0.0000	0.9798			0.0000			0.0000
Off-Road	4.0831	41.4282	28.8486	0.0621		1.9855	1.9855		1.8266	1.8266	0.0000	6,010.080 2	6,010.080 2	1.9438		6,058.674 7
<b>Total</b>	<b>4.0831</b>	<b>41.4282</b>	<b>28.8486</b>	<b>0.0621</b>	<b>2.6687</b>	<b>1.9855</b>	<b>4.6541</b>	<b>0.9798</b>	<b>1.8266</b>	<b>2.8064</b>	<b>0.0000</b>	<b>6,010.080 2</b>	<b>6,010.080 2</b>	<b>1.9438</b>		<b>6,058.674 7</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0674	0.0469	0.6366	1.8400e-003	0.1342	1.2600e-003	0.1354	0.0373	1.1600e-003	0.0385		188.7698	188.7698	4.8600e-003	4.7900e-003	190.3203
<b>Total</b>	<b>0.0674</b>	<b>0.0469</b>	<b>0.6366</b>	<b>1.8400e-003</b>	<b>0.1342</b>	<b>1.2600e-003</b>	<b>0.1354</b>	<b>0.0373</b>	<b>1.1600e-003</b>	<b>0.0385</b>		<b>188.7698</b>	<b>188.7698</b>	<b>4.8600e-003</b>	<b>4.7900e-003</b>	<b>190.3203</b>



Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	3.3469	30.8754	34.6201	0.0577		1.4962	1.4962		1.4058	1.4058		5,476.3070	5,476.3070	1.3340		5,509.6577
<b>Total</b>	<b>3.3469</b>	<b>30.8754</b>	<b>34.6201</b>	<b>0.0577</b>		<b>1.4962</b>	<b>1.4962</b>		<b>1.4058</b>	<b>1.4058</b>		<b>5,476.3070</b>	<b>5,476.3070</b>	<b>1.3340</b>		<b>5,509.6577</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4942	17.7928	6.8893	0.0852	2.9903	0.0992	3.0895	0.8609	0.0949	0.9559		9,171.1958	9,171.1958	0.3063	1.3289	9,574.8524
Worker	4.2049	2.9236	39.6931	0.1150	13.9385	0.0785	14.0170	3.6966	0.0723	3.7688		11,769.7967	11,769.7967	0.3032	0.2990	11,866.4686
<b>Total</b>	<b>4.6991</b>	<b>20.7165</b>	<b>46.5824</b>	<b>0.2002</b>	<b>16.9288</b>	<b>0.1777</b>	<b>17.1066</b>	<b>4.5575</b>	<b>0.1672</b>	<b>4.7247</b>		<b>20,940.9926</b>	<b>20,940.9926</b>	<b>0.6095</b>	<b>1.6278</b>	<b>21,441.3210</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	3.3469	30.8754	34.6201	0.0577		1.4962	1.4962		1.4058	1.4058	0.0000	5,476.3070	5,476.3070	1.3340		5,509.6577
<b>Total</b>	<b>3.3469</b>	<b>30.8754</b>	<b>34.6201</b>	<b>0.0577</b>		<b>1.4962</b>	<b>1.4962</b>		<b>1.4058</b>	<b>1.4058</b>	<b>0.0000</b>	<b>5,476.3070</b>	<b>5,476.3070</b>	<b>1.3340</b>		<b>5,509.6577</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4942	17.7928	6.8893	0.0852	2.0105	0.0992	2.1097	0.6204	0.0949	0.7154		9,171.1958	9,171.1958	0.3063	1.3289	9,574.8524
Worker	4.2049	2.9236	39.6931	0.1150	8.3644	0.0785	8.4429	2.3284	0.0723	2.4006		11,769.7967	11,769.7967	0.3032	0.2990	11,866.4686
<b>Total</b>	<b>4.6991</b>	<b>20.7165</b>	<b>46.5824</b>	<b>0.2002</b>	<b>10.3748</b>	<b>0.1777</b>	<b>10.5525</b>	<b>2.9488</b>	<b>0.1672</b>	<b>3.1160</b>		<b>20,940.9926</b>	<b>20,940.9926</b>	<b>0.6095</b>	<b>1.6278</b>	<b>21,441.3210</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1340	28.8498	34.4540	0.0577		1.3129	1.3129		1.2332	1.2332		5,477.4247	5,477.4247	1.3271		5,510.6017
<b>Total</b>	<b>3.1340</b>	<b>28.8498</b>	<b>34.4540</b>	<b>0.0577</b>		<b>1.3129</b>	<b>1.3129</b>		<b>1.2332</b>	<b>1.2332</b>		<b>5,477.4247</b>	<b>5,477.4247</b>	<b>1.3271</b>		<b>5,510.6017</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4815	17.8741	6.7766	0.0839	2.9903	0.0995	3.0897	0.8609	0.0951	0.9561		9,039.5282	9,039.5282	0.3063	1.3116	9,438.0505
Worker	3.9383	2.6122	37.0452	0.1116	13.9385	0.0752	14.0138	3.6966	0.0692	3.7658		11,517.0500	11,517.0500	0.2750	0.2782	11,606.8360
<b>Total</b>	<b>4.4198</b>	<b>20.4863</b>	<b>43.8218</b>	<b>0.1955</b>	<b>16.9288</b>	<b>0.1747</b>	<b>17.1035</b>	<b>4.5575</b>	<b>0.1644</b>	<b>4.7219</b>		<b>20,556.5781</b>	<b>20,556.5781</b>	<b>0.5812</b>	<b>1.5899</b>	<b>21,044.8865</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Building Construction - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1340	28.8498	34.4540	0.0577		1.3129	1.3129		1.2332	1.2332	0.0000	5,477.4247	5,477.4247	1.3271		5,510.6017
<b>Total</b>	<b>3.1340</b>	<b>28.8498</b>	<b>34.4540</b>	<b>0.0577</b>		<b>1.3129</b>	<b>1.3129</b>		<b>1.2332</b>	<b>1.2332</b>	<b>0.0000</b>	<b>5,477.4247</b>	<b>5,477.4247</b>	<b>1.3271</b>		<b>5,510.6017</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4815	17.8741	6.7766	0.0839	2.0104	0.0995	2.1099	0.6204	0.0951	0.7156		9,039.5282	9,039.5282	0.3063	1.3116	9,438.0505
Worker	3.9383	2.6122	37.0452	0.1116	8.3644	0.0752	8.4396	2.3284	0.0692	2.3976		11,517.0500	11,517.0500	0.2750	0.2782	11,606.8360
<b>Total</b>	<b>4.4198</b>	<b>20.4863</b>	<b>43.8218</b>	<b>0.1955</b>	<b>10.3748</b>	<b>0.1747</b>	<b>10.5495</b>	<b>2.9488</b>	<b>0.1644</b>	<b>3.1132</b>		<b>20,556.5781</b>	<b>20,556.5781</b>	<b>0.5812</b>	<b>1.5899</b>	<b>21,044.8865</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2024**

**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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>		<b>2,207.547 2</b>	<b>2,207.547 2</b>	<b>0.7140</b>		<b>2,225.396 3</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0474	0.0314	0.4456	1.3400e-003	0.1677	9.0000e-004	0.1686	0.0445	8.3000e-004	0.0453		138.5371	138.5371	3.3100e-003	3.3500e-003	139.6171
<b>Total</b>	<b>0.0474</b>	<b>0.0314</b>	<b>0.4456</b>	<b>1.3400e-003</b>	<b>0.1677</b>	<b>9.0000e-004</b>	<b>0.1686</b>	<b>0.0445</b>	<b>8.3000e-004</b>	<b>0.0453</b>		<b>138.5371</b>	<b>138.5371</b>	<b>3.3100e-003</b>	<b>3.3500e-003</b>	<b>139.6171</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Paving - 2024**

**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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9882</b>	<b>9.5246</b>	<b>14.6258</b>	<b>0.0228</b>		<b>0.4685</b>	<b>0.4685</b>		<b>0.4310</b>	<b>0.4310</b>	<b>0.0000</b>	<b>2,207.547 2</b>	<b>2,207.547 2</b>	<b>0.7140</b>		<b>2,225.396 3</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.0474	0.0314	0.4456	1.3400e-003	0.1006	9.0000e-004	0.1015	0.0280	8.3000e-004	0.0288		138.5371	138.5371	3.3100e-003	3.3500e-003	139.6171
<b>Total</b>	<b>0.0474</b>	<b>0.0314</b>	<b>0.4456</b>	<b>1.3400e-003</b>	<b>0.1006</b>	<b>9.0000e-004</b>	<b>0.1015</b>	<b>0.0280</b>	<b>8.3000e-004</b>	<b>0.0288</b>		<b>138.5371</b>	<b>138.5371</b>	<b>3.3100e-003</b>	<b>3.3500e-003</b>	<b>139.6171</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**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	51.4628					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2410	1.6251	2.4135	3.9600e-003		0.0812	0.0812		0.0812	0.0812		375.2641	375.2641	0.0211		375.7923
<b>Total</b>	<b>51.7038</b>	<b>1.6251</b>	<b>2.4135</b>	<b>3.9600e-003</b>		<b>0.0812</b>	<b>0.0812</b>		<b>0.0812</b>	<b>0.0812</b>		<b>375.2641</b>	<b>375.2641</b>	<b>0.0211</b>		<b>375.7923</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.7864	0.5216	7.3972	0.0223	2.7832	0.0150	2.7983	0.7381	0.0138	0.7520		2,299.7157	2,299.7157	0.0549	0.0556	2,317.6441
<b>Total</b>	<b>0.7864</b>	<b>0.5216</b>	<b>7.3972</b>	<b>0.0223</b>	<b>2.7832</b>	<b>0.0150</b>	<b>2.7983</b>	<b>0.7381</b>	<b>0.0138</b>	<b>0.7520</b>		<b>2,299.7157</b>	<b>2,299.7157</b>	<b>0.0549</b>	<b>0.0556</b>	<b>2,317.6441</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**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	51.4628					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2410	1.6251	2.4135	3.9600e-003		0.0812	0.0812		0.0812	0.0812	0.0000	375.2641	375.2641	0.0211		375.7923
<b>Total</b>	<b>51.7038</b>	<b>1.6251</b>	<b>2.4135</b>	<b>3.9600e-003</b>		<b>0.0812</b>	<b>0.0812</b>		<b>0.0812</b>	<b>0.0812</b>	<b>0.0000</b>	<b>375.2641</b>	<b>375.2641</b>	<b>0.0211</b>		<b>375.7923</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	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	0.7864	0.5216	7.3972	0.0223	1.6702	0.0150	1.6852	0.4649	0.0138	0.4788		2,299.7157	2,299.7157	0.0549	0.0556	2,317.6441
<b>Total</b>	<b>0.7864</b>	<b>0.5216</b>	<b>7.3972</b>	<b>0.0223</b>	<b>1.6702</b>	<b>0.0150</b>	<b>1.6852</b>	<b>0.4649</b>	<b>0.0138</b>	<b>0.4788</b>		<b>2,299.7157</b>	<b>2,299.7157</b>	<b>0.0549</b>	<b>0.0556</b>	<b>2,317.6441</b>



Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	17.6268	17.3900	144.8258	0.2788	29.2030	0.2192	29.4221	7.7818	0.2037	7.9855		28,707.31 27	28,707.31 27	2.3289	1.4930	29,210.44 72
Unmitigated	17.6268	17.3900	144.8258	0.2788	29.2030	0.2192	29.4221	7.7818	0.2037	7.9855		28,707.31 27	28,707.31 27	2.3289	1.4930	29,210.44 72

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	93.99	236.21	263.90	398,770	398,770
Fast Food Restaurant with Drive Thru	1,424.01	1,862.91	1428.95	1,565,337	1,565,337
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Pharmacy/Drugstore w/o Drive Thru	440.02	586.18	498.68	642,235	642,235
Retirement Community	84.80	72.00	68.80	275,715	275,715
Single Family Housing	968.32	979.00	875.76	3,268,926	3,268,926
Strip Mall	1,748.85	1,659.53	805.91	3,046,778	3,046,778
Supermarket	1,538.00	2,558.50	2397.50	2,383,718	2,383,718
<b>Total</b>	<b>6,297.99</b>	<b>7,954.33</b>	<b>6,339.50</b>	<b>11,581,479</b>	<b>11,581,479</b>

**4.3 Trip Type Information**

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Fast Food Restaurant with Drive Thru	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Pharmacy/Drugstore w/o Drive Thru	16.60	8.40	6.90	7.40	73.60	19.00	41	6	53
Retirement Community	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Supermarket	16.60	8.40	6.90	6.50	74.50	19.00	34	30	36

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791
Fast Food Restaurant with Drive Thru	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791
Other Non-Asphalt Surfaces	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791
Pharmacy/Drugstore w/o Drive Thru	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791
Retirement Community	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791
Single Family Housing	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791
Strip Mall	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791
Supermarket	0.543139	0.060749	0.184760	0.130258	0.023830	0.006353	0.011718	0.009137	0.000812	0.000509	0.024193	0.000750	0.003791

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Kilowatt Hours of Renewable Electricity Generated

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
Natural Gas Mitigated	0.4536	3.9422	2.1310	0.0247		0.3134	0.3134		0.3134	0.3134		4,948.8327	4,948.8327	0.0949	0.0907	4,978.2411
Natural Gas Unmitigated	0.4536	3.9422	2.1310	0.0247		0.3134	0.3134		0.3134	0.3134		4,948.8327	4,948.8327	0.0949	0.0907	4,978.2411

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
City Park	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
Fast Food Restaurant with Drive Thru	7843.64	0.0846	0.7690	0.6460	4.6100e-003		0.0584	0.0584		0.0584	0.0584		922.7816	922.7816	0.0177	0.0169	928.2653
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Pharmacy/Drugstore w/o Drive Thru	84.3836	9.1000e-004	8.2700e-003	6.9500e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004		9.9275	9.9275	1.9000e-004	1.8000e-004	9.9865
Retirement Community	3315.27	0.0358	0.3055	0.1300	1.9500e-003		0.0247	0.0247		0.0247	0.0247		390.0315	390.0315	7.4800e-003	7.1500e-003	392.3493
Single Family Housing	27589.5	0.2975	2.5426	1.0819	0.0162		0.2056	0.2056		0.2056	0.2056		3,245.8181	3,245.8181	0.0622	0.0595	3,265.1064
Strip Mall	611.781	6.6000e-003	0.0600	0.0504	3.6000e-004		4.5600e-003	4.5600e-003		4.5600e-003	4.5600e-003		71.9742	71.9742	1.3800e-003	1.3200e-003	72.4019
Supermarket	2620.55	0.0283	0.2569	0.2158	1.5400e-003		0.0195	0.0195		0.0195	0.0195		308.2998	308.2998	5.9100e-003	5.6500e-003	310.1318
<b>Total</b>		<b>0.4536</b>	<b>3.9422</b>	<b>2.1310</b>	<b>0.0247</b>		<b>0.3134</b>	<b>0.3134</b>		<b>0.3134</b>	<b>0.3134</b>		<b>4,948.8327</b>	<b>4,948.8327</b>	<b>0.0949</b>	<b>0.0907</b>	<b>4,978.2411</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.2 Energy by Land Use - Natural Gas**

Mitigated

	Natural Gas 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					
City Park	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
Fast Food Restaurant with Drive Thru	7.84364	0.0846	0.7690	0.6460	4.6100e-003		0.0584	0.0584		0.0584	0.0584		922.7816	922.7816	0.0177	0.0169	928.2653
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Pharmacy/Drugstore w/o Drive Thru	0.0843836	9.1000e-004	8.2700e-003	6.9500e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004		9.9275	9.9275	1.9000e-004	1.8000e-004	9.9865
Retirement Community	3.31527	0.0358	0.3055	0.1300	1.9500e-003		0.0247	0.0247		0.0247	0.0247		390.0315	390.0315	7.4800e-003	7.1500e-003	392.3493
Single Family Housing	27.5895	0.2975	2.5426	1.0819	0.0162		0.2056	0.2056		0.2056	0.2056		3,245.8181	3,245.8181	0.0622	0.0595	3,265.1064
Strip Mall	0.611781	6.6000e-003	0.0600	0.0504	3.6000e-004		4.5600e-003	4.5600e-003		4.5600e-003	4.5600e-003		71.9742	71.9742	1.3800e-003	1.3200e-003	72.4019
Supermarket	2.62055	0.0283	0.2569	0.2158	1.5400e-003		0.0195	0.0195		0.0195	0.0195		308.2998	308.2998	5.9100e-003	5.6500e-003	310.1318
<b>Total</b>		<b>0.4536</b>	<b>3.9422</b>	<b>2.1310</b>	<b>0.0247</b>		<b>0.3134</b>	<b>0.3134</b>		<b>0.3134</b>	<b>0.3134</b>		<b>4,948.8327</b>	<b>4,948.8327</b>	<b>0.0949</b>	<b>0.0907</b>	<b>4,978.2411</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	22.2065	6.9175	38.7692	0.0434		0.7250	0.7250		0.7250	0.7250	0.0000	8,365.9958	8,365.9958	0.2215	0.1522	8,416.8859
Unmitigated	22.2065	6.9175	38.7692	0.0434		0.7250	0.7250		0.7250	0.7250	0.0000	8,365.9958	8,365.9958	0.2215	0.1522	8,416.8859

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.8430					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	18.5165					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7609	6.5026	2.7671	0.0415		0.5257	0.5257		0.5257	0.5257	0.0000	8,301.1765	8,301.1765	0.1591	0.1522	8,350.5062
Landscaping	1.0861	0.4150	36.0021	1.9000e-003		0.1992	0.1992		0.1992	0.1992		64.8193	64.8193	0.0624		66.3797
<b>Total</b>	<b>22.2065</b>	<b>6.9175</b>	<b>38.7692</b>	<b>0.0434</b>		<b>0.7250</b>	<b>0.7250</b>		<b>0.7250</b>	<b>0.7250</b>	<b>0.0000</b>	<b>8,365.9958</b>	<b>8,365.9958</b>	<b>0.2215</b>	<b>0.1522</b>	<b>8,416.8859</b>

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	1.8430					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	18.5165					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7609	6.5026	2.7671	0.0415		0.5257	0.5257		0.5257	0.5257	0.0000	8,301.1765	8,301.1765	0.1591	0.1522	8,350.5062
Landscaping	1.0861	0.4150	36.0021	1.9000e-003		0.1992	0.1992		0.1992	0.1992		64.8193	64.8193	0.0624		66.3797
<b>Total</b>	<b>22.2065</b>	<b>6.9175</b>	<b>38.7692</b>	<b>0.0434</b>		<b>0.7250</b>	<b>0.7250</b>		<b>0.7250</b>	<b>0.7250</b>	<b>0.0000</b>	<b>8,365.9958</b>	<b>8,365.9958</b>	<b>0.2215</b>	<b>0.1522</b>	<b>8,416.8859</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

Keller Crossing - South Coast AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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