



Glen Ivy Senior Community

ENERGY ANALYSIS

COUNTY OF RIVERSIDE

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TABLE OF CONTENTS

TABLE OF CONTENTSI
APPENDICESII
LIST OF EXHIBITSII
LIST OF TABLESII
LIST OF ABBREVIATED TERMS.....III
EXECUTIVE SUMMARY 1
 ES.1 Summary of Findings..... 1
 ES.2 Project Requirements 1
 ES.3 County of Riverside Climate Action Plan (CAP) Measures 2
1 INTRODUCTION4
 1.1 Site Location..... 4
 1.2 Project Description..... 4
2 EXISTING CONDITIONS8
 2.1 Overview 8
 2.2 Electricity..... 10
 2.3 Natural Gas 12
 2.4 Transportation Energy Resources 15
3 REGULATORY BACKGROUND 18
 3.1 Federal Regulations..... 18
 3.2 California Regulations 18
4 PROJECT ENERGY DEMANDS AND ENERGY EFFICIENCY MEASURES 22
 4.1 Evaluation Criteria..... 22
 4.2 Methodology..... 22
 4.3 Construction Energy Demands 23
 4.4 Operational Energy Demands 31
 4.5 Summary 37
 4.6 Energy Findings and Recommendations 39
5 REFERENCES.....43
6 CERTIFICATIONS46

APPENDICES

- APPENDIX 4.1: CALEEMOD PROJECT ANNUAL CONSTRUCTION EMISSIONS MODEL OUTPUTS
- APPENDIX 4.2: CALEEMOD PROJECT ANNUAL OPERATIONAL EMISSIONS MODEL OUTPUTS
- APPENDIX 4.3: EMFAC2017

LIST OF EXHIBITS

EXHIBIT 1-A: LOCATION MAP5
 EXHIBIT 1-B: SITE PLAN.....6

LIST OF TABLES

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS1
 TABLE 2-1: TOTAL ELECTRICITY SYSTEM POWER (CALIFORNIA 2019)9
 TABLE 2-2: SCE 2018 POWER CONTENT MIX12
 TABLE 4-1: CONSTRUCTION DURATION.....23
 TABLE 4-2: CONSTRUCTION POWER COST24
 TABLE 4-3: CONSTRUCTION ELECTRICITY USAGE24
 TABLE 4-4: CONSTRUCTION EQUIPMENT ASSUMPTIONS25
 TABLE 4-5: CONSTRUCTION EQUIPMENT FUEL CONSUMPTION ESTIMATES.....26
 TABLE 4-6: CONSTRUCTION TRIPS AND VMT27
 TABLE 4-7: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES (LDA).....28
 TABLE 4-8: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES (LDT1)28
 TABLE 4-9: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES (LDT2)29
 TABLE 4-10: CONSTRUCTION VENDOR FUEL CONSUMPTION ESTIMATES (MHDT).....30
 TABLE 4-11: CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION ESTIMATES (HHDT).....30
 TABLE 4-12: PROJECT-GENERATED LDA VEHICLE TRAFFIC ANNUAL FUEL CONSUMPTION32
 TABLE 4-13: PROJECT-GENERATED LDT1 VEHICLE TRAFFIC ANNUAL FUEL CONSUMPTION32
 TABLE 4-14: PROJECT-GENERATED LDT2 VEHICLE TRAFFIC ANNUAL FUEL CONSUMPTION32
 TABLE 4-15: PROJECT-GENERATED MDV VEHICLE TRAFFIC ANNUAL FUEL CONSUMPTION33
 TABLE 4-16: PROJECT-GENERATED LHDT1 TRAFFIC ANNUAL FUEL CONSUMPTION33
 TABLE 4-17: PROJECT-GENERATED LHDT2 TRAFFIC ANNUAL FUEL CONSUMPTION33
 TABLE 4-18: PROJECT-GENERATED MHDT TRAFFIC ANNUAL FUEL CONSUMPTION34
 TABLE 4-19: PROJECT-GENERATED HHDT TRAFFIC ANNUAL FUEL CONSUMPTION34
 TABLE 4-20: PROJECT-GENERATED OBUS TRAFFIC ANNUAL FUEL CONSUMPTION34
 TABLE 4-21: PROJECT-GENERATED UBUS TRAFFIC ANNUAL FUEL CONSUMPTION35
 TABLE 4-22: PROJECT-GENERATED MCY TRAFFIC ANNUAL FUEL CONSUMPTION35
 TABLE 4-23: PROJECT-GENERATED SBUS TRAFFIC ANNUAL FUEL CONSUMPTION35
 TABLE 4-24: PROJECT-GENERATED MH TRAFFIC ANNUAL FUEL CONSUMPTION36
 TABLE 4-25: TOTAL PROJECT-GENERATED TRAFFIC ANNUAL FUEL CONSUMPTION (ALL VEHICLES)36
 TABLE 4-26: PROJECT ANNUAL OPERATIONAL ENERGY DEMAND SUMMARY37

LIST OF ABBREVIATED TERMS

%	Percent
(1)	Reference
AQIA	<i>Bridge Point Rancho Cucamonga Air Quality Impact Analysis</i>
BACM	Best Available Control Measures
CalEEMod	California Emissions Estimator Model
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
County	County of Riverside
CPEP	Clean Power and Electrification Pathway
CPUC	California Public Utilities Commission
CR	Commercial Retail
DMV	Department of Motor Vehicles
EIA	Energy Information Administration
EPA	Environmental Protection Agency
EMFAC	EMissions FACtor
FERC	Federal Energy Regulatory Commission
GHG	Greenhouse Gas
GWh	Gigawatt Hour
HHDT	Heavy-Heavy Duty Trucks
hp-hr-gal	Horsepower Hours Per Gallon
I-15	Interstate 15
IEPR	Integrated Energy Policy Report
ISO	Independent Service Operator
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
kBTU	Thousand-British Thermal Units
kWh	Kilowatt Hour
LDA	Light Duty Auto
LDT1/LDT2	Light-Duty Trucks
LHDT1/LHDT2	Light-Heavy Duty Trucks
MCY	Motorcycles
MDV	Medium Duty Trucks

MH	Motor Homes
MHDT	Medium-Heavy Duty Trucks
MMcfd	Million Cubic Feet Per Day
mpg	Miles Per Gallon
MPO	Metropolitan Planning Organization
OBUS	Other Buses
PG&E	Pacific Gas and Electric
Project	Glen Ivy Senior Community
PV	Photovoltaic
SBUS	School Buses
SCAB	South Coast Air Basin
SCE	Southern California Edison
SDAB	San Diego Air Basin
SoCalGas	Southern California Gas
sf	Square Feet
TEA-21	Transportation Equity Act for the 21 st Century
UBUS	Urban Buses
U.S.	United States
VMT	Vehicle Miles Traveled

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EXECUTIVE SUMMARY

ES.1 SUMMARY OF FINDINGS

The results of this *Glen Ivy Senior Community Energy Analysis* is summarized below based on the significance criteria in Section 3 of this report consistent with Appendix G of the 2019 California Environmental Quality Act (CEQA) Statute and Guidelines (*CEQA Guidelines*) (1). Table ES-1 shows the findings of significance for potential energy impacts under CEQA.

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS

Analysis	Report Section	Significance Findings	
		Unmitigated	Mitigated
Energy Impact #1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	4.6	<i>Less Than Significant</i>	<i>n/a</i>
Energy Impact #2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	4.6	<i>Less Than Significant</i>	<i>n/a</i>
Energy Impact #3: Would the Project achieve the goal of energy conservation by: <ul style="list-style-type: none"> • Decreasing overall per capita energy consumption. • Decreasing reliance on fossil fuels such as coal, natural gas and oil. • Increasing reliance on renewable energy sources. 	4.6	<i>Less Than Significant</i>	<i>n/a</i>

ES.2 PROJECT REQUIREMENTS

The Project would be required to comply with regulations imposed by the federal and state agencies that regulate energy use and consumption through various means and programs. Those that are directly and indirectly applicable to the Project and that would assist in the reduction of energy usage include:

- Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
- The Transportation Equity Act for the 21st Century (TEA-21)
- Integrated Energy Policy Report (IEPR)
- State of California Energy Plan
- California Code Title 24, Part 6, Energy Efficiency Standards

- AB 1493 Pavley Regulations and Fuel Efficiency Standards
- California’s Renewable Portfolio Standard (RPS)
- Clean Energy and Pollution Reduction Act of 2015 (SB 350)
- Consistency with the above regulations are discussed in detail in section 3 of this EA.

ES.3 COUNTY OF RIVERSIDE CLIMATE ACTION PLAN (CAP) MEASURES

The County of Riverside CAP (December 8, 2015) was designed under the premise that the County of Riverside, and the community it represents, is uniquely capable of addressing emissions associated with sources under Riverside County’s jurisdiction, and that Riverside County’s emission reduction efforts should coordinate with the state strategies of reducing emissions in order to accomplish these reductions in an efficient and cost-effective manner. The Project would implement the following energy-saving features and operational programs, consistent with the reduction measures set forth in the County of Riverside CAP, these measures would serve to generally reduce energy demand associated with the Project.

MM GHG-1

Prior to issuance of each building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating implementation of CAP measure R2-CE1, which includes on-site renewable energy production. This measure is required for any tentative tract map, plot plan, or conditional use permit that proposes development or one or more new buildings totaling more than 75 dwelling units (DU) or 100,000 gross square feet (sf) of Community Care Facility development to offset its energy demand. For Community Care Facility developments, measure R2-CE1 requires a 20% offset in energy demand.

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1 INTRODUCTION

This report presents the results of the energy analysis prepared by Urban Crossroads, Inc., for the proposed Glen Ivy Senior Community Project (Project). The purpose of this report is to ensure that energy implication is considered by the County of Riverside (County), as the lead agency, and to quantify anticipated energy usage associated with construction and operation of the proposed Project, determine if the usage amounts are efficient, typical, or wasteful for the land use type, and to emphasize avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy.

1.1 SITE LOCATION

The proposed Glen Ivy Senior Community site is generally located on the southwest corner of Temescal Canyon Road and Trilogy Parkway in the County of Riverside, as shown on Exhibit 1-A. The Project site is currently vacant. The Project site is currently designated for Commercial Retail (CR) uses (2). The Project site is entirely surrounded by residential uses. Interstate 15 (I-15) is approximately 0.40 miles east of the Project site.

1.2 PROJECT DESCRIPTION

As shown in Exhibit 1-B, the Project currently includes the development of 141 assisted living DUs (109 standard assisted living DUs and 32 memory care DUs) and 75 senior adult housing attached DUs. Consistent with the *Glen Ivy Senior Community Traffic Analysis (TA)* prepared by Urban Crossroads, Inc., this energy study will evaluate the previous plan (which is more conservative), and consists of 130 beds of assisted living use and 35 memory care beds for standard assisted living for a total of 165 beds¹ plus the 76 senior adult housing attached DUs. The anticipated Project opening year is 2023.

This analysis is intended to describe energy usage associated with the expected construction and operational activities at the Project site. To present a conservative approach, this report assumes the Project will operate 24-hours daily for seven days per week.

Per the TA, the Project is expected to generate a total of approximately 712 two-way vehicular trips per day (356 trips inbound and 356 trips outbound) (3).

¹Based on the Site Plan, the 165 beds for the standard assisted living component is equivalent to 112 standard assisted living DUs and 32 memory care DUs for a total of 144 standard assisted living DUs.

EXHIBIT 1-A: LOCATION MAP



EXHIBIT 1-B: SITE PLAN



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2 EXISTING CONDITIONS

This section provides an overview of the existing energy conditions in the Project region.

2.1 OVERVIEW

The most recent data for California's estimated total energy consumption and natural gas consumption is from 2018, released by the United States (U.S.) Energy Information Administration's (EIA) California State Profile and Energy Estimates in 2020 and included (4):

- Approximately 7,967 trillion British Thermal Unit (BTU) of energy was consumed
- Approximately 681 million barrels of petroleum
- Approximately 2,137 billion cubic feet of natural gas
- Approximately 1 million short tons of coal

The California Energy Commission's (CEC) Transportation Energy Demand Forecast 2018-2030 was released in order to support the 2017 Integrated Energy Policy Report. The Transportation energy Demand Forecast 2018-2030 lays out graphs and data supporting their projections of California's future transportation energy demand. The projected inputs consider expected variable changes in fuel prices, income, population, and other variables. Predictions regarding fuel demand included:

- Gasoline demand in the transportation sector is expected to decline from approximately 15.8 billion gallons in 2017 to between 12.3 billion and 12.7 billion gallons in 2030 (5)
- Diesel demand in the transportation sector is expected to rise, increasing from approximately 3.7 billion diesel gallons in 2015 to approximately 4.7 billion in 2030 (5)
- Data from the Department of Energy states that approximately 3.9 billion gallons of diesel fuel were consumed in 2017 (6)

The most recent data provided by the EIA for energy use in California by demand sector is from 2017 and is reported as follows:

- Approximately 40.3% transportation;
- Approximately 23.1% industrial;
- Approximately 18.0% residential; and
- Approximately 18.7% commercial (7)

In 2019, total system electric generation for California was 277,704 gigawatt hours (GWh). California's massive electricity in-state generation system generated approximately 200,475 GWh which accounted for approximately 72% of the electricity it uses; the rest was imported from the Pacific Northwest (9%) and the U.S. Southwest (19%) (8). Natural gas is the main source for electricity generation at 47% of the total in-state electric generation system power as shown in Table 2-1.

TABLE 2-1: TOTAL ELECTRICITY SYSTEM POWER (CALIFORNIA 2019)

Fuel Type	California In-State Generation (GWh)	Percent of California In-State Generation	Northwest Imports (GWh)	Southwest Imports (GWh)	Total Imports (GWh)	Percent of Imports	Total California Energy Mix	Total California Power Mix
Coal	248	0.12%	219	7,765	7,985	10.34%	8,233	2.96%
Natural Gas	86,136	42.97%	46	8,859	8,906	11.53%	95,042	34.22%
Oil	36	0.02%	0	0	0	0.00%	36	0.01%
Other (Waste Heat/Petroleum Coke)	411	0.20%	0	11	11	0.01%	422	0.15%
Nuclear	16,163	8.06%	0	8,743	8,743	11.32%	24,906	8.97%
Large Hydro	33,145	16.53%	5,071	1,071	6,142	7.95%	39,287	14.15%
Unspecified	0	0.00%	7,979	13,767	21,746	28.16%	21,746	7.83%
Non-Renewable and Unspecified Totals	136,139	67.91%	13,315	40,218	53,533	69.32%	189,672	68.30%
Biomass	5,851	2.92%	903	33	936	1.21%	6,787	2.44%
Geothermal	10,943	5.46%	99	2,218	2,318	3.00%	13,260	4.77%
Small Hydro	5,349	2.67%	292	4	296	0.38%	5,646	2.03%
Solar	28,513	14.22%	282	5,295	5,577	7.22%	34,090	12.28%
Wind	13,680	6.82%	9,038	5,531	14,569	18.87%	28,249	10.17%
Renewable Totals	64,336	32.09%	10,615	13,081	23,696	30.68%	88,032	31.70%
System Totals	200,475	100.00%	23,930	53,299	77,229	100.00%	277,704	100.00%

Source: California Energy Commission's 2019 Total System Electric Generation

An updated summary of, and context for energy consumption and energy demands within the State is presented in “U.S. Energy Information Administration, California State Profile and Energy Estimates, Quick Facts” excerpted below:

- California was the seventh-largest producer of crude oil among the 50 states in 2018, and, as of January 2019, it ranked third in oil refining capacity.
- California is the largest consumer of jet fuel among the 50 states and accounted for one-fifth of the nation’s jet fuel consumption in 2018. (9)
- California's total energy consumption is second highest in the nation, but, in 2018, the state's per capita energy consumption was the fourth-lowest, due in part to its mild climate and its energy efficiency programs. (10)
- In 2018, California ranked first in the nation as a producer of electricity from solar, geothermal, and biomass resources and fourth in the nation in conventional hydroelectric power generation.
- In 2018, large- and small-scale solar photovoltaic (PV) and solar thermal installations provided 19% of California’s net electricity generation (11).

As indicated above, California is one of the nation’s leading energy-producing states, and California’s per capita energy use is among the nation’s most efficient. Given the nature of the Project, the remainder of this discussion will focus on the three sources of energy that are most relevant to the project—namely, electricity, natural gas, and transportation fuel for vehicle trips associated with the uses planned for the Project.

2.2 ELECTRICITY

The usage associated with electricity use were calculated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2. The Southern California region’s electricity reliability has been of concern for the past several years due to the planned retirement of aging facilities that depend upon once-through cooling technologies, as well as the June 2013 retirement of the San Onofre Nuclear Generating Station (San Onofre). While the once-through cooling phase-out has been ongoing since the May 2010 adoption of the State Water Resources Control Board’s once-through cooling policy, the retirement of San Onofre complicated the situation. California ISO studies revealed the extent to which the South Coast Air Basin (SCAB) and the San Diego Air Basin (SDAB) region were vulnerable to low-voltage and post-transient voltage instability concerns. A preliminary plan to address these issues was detailed in the 2013 Integrative Energy Policy Report (IEPR) after a collaborative process with other energy agencies, utilities, and air districts (12). Similarly, the subsequent 2018 and 2019 IEPR’s identify broad strategies that are aimed at maintaining electricity system reliability.

Electricity is currently provided to the Project by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. Based on SCE’s 2018 Power Content Label Mix, SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power

generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers (13).

California's electricity industry is an organization of traditional utilities, private generating companies, and state agencies, each with a variety of roles and responsibilities to ensure that electrical power is provided to consumers. The California Independent Service Operator (ISO) is a nonprofit public benefit corporation and is the impartial operator of the State's wholesale power grid and is charged with maintaining grid reliability, and to direct uninterrupted electrical energy supplies to California's homes and communities. While utilities still own transmission assets, the ISO routes electrical power along these assets, maximizing the use of the transmission system and its power generation resources. The ISO matches buyers and sellers of electricity to ensure that enough power is available to meet demand. To these ends, every five minutes the ISO forecasts electrical demands, accounts for operating reserves, and assigns the lowest cost power plant unit to meet demands while ensuring adequate system transmission capacities and capabilities (14).

Part of the ISO's charge is to plan and coordinate grid enhancements to ensure that electrical power is provided to California consumers. To this end, transmission file annual transmission expansion/modification plans to accommodate the State's growing electrical needs. The ISO reviews and either approves or denies the proposed additions. In addition, and perhaps most importantly, the ISO works with other areas in the western United States electrical grid to ensure that adequate power supplies are available to the State. In this manner, continuing reliable and affordable electrical power is assured to existing and new consumers throughout the State.

Tables 2-2 identifies SCE's specific proportional shares of electricity sources in 2018. As indicated in Table 2-2, the 2018 SCE Power Mix has renewable energy at 36% of the overall energy resources. Geothermal resources are at 8%, wind power is at 13%, large hydroelectric sources are at 1%, solar energy is at 13%, and coal is at 0%. Biomass and waste sources have increased by 1% since 2017. Natural gas remains at 17% since 2017 (15).

TABLE 2-2: SCE 2018 POWER CONTENT MIX

Energy Resources	2018 SCE Power Mix
Eligible Renewable	36%
Biomass & waste	1%
Geothermal	8%
Small Hydroelectric	1%
Solar	13%
Wind	13%
Coal	0%
Large Hydroelectric	4%
Natural Gas	17%
Nuclear	6%
Other	0%
Unspecified Sources of power*	37%
Total	100%

* "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources

2.3 NATURAL GAS

The following summary of natural gas customers & volumes, supplies, delivery of supplies, storage, service options, and operations is excerpted from information provided by the California Public Utilities Commission (CPUC).

"The CPUC regulates natural gas utility service for approximately 10.8 million customers that receive natural gas from Pacific Gas and Electric (PG&E), Southern California Gas (SoCalGas), San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities. The CPUC also regulates independent storage operators: Lodi Gas Storage, Wild Goose Storage, Central Valley Storage and Gill Ranch Storage.

California's natural gas utilities provide service to over 11 million gas meters. SoCalGas and PG&E provide service to about 5.9 million and 4.3 million customers, respectively, while SDG&E provides service to over 800, 000 customers. In 2018, California gas utilities forecasted that they would deliver about 4740 million cubic feet per day (MMcfd) of gas to their customers, on average, under normal weather conditions.

The overwhelming majority of natural gas utility customers in California are residential and small commercial customers, referred to as "core" customers. Larger volume gas customers, like electric generators and industrial customers, are called "noncore" customers. Although very small in number relative to core customers, noncore customers

consume about 65% of the natural gas delivered by the state's natural gas utilities, while core customers consume about 35%.

A significant amount of gas (about 19%, or 1131 MMcfd, of the total forecasted California consumption in 2018) is also directly delivered to some California large volume consumers, without being transported over the regulated utility pipeline system. Those customers, referred to as "bypass" customers, take service directly from interstate pipelines or directly from California producers.

SDG&E and Southwest Gas' southern division are wholesale customers of SoCalGas, i.e. they receive deliveries of gas from SoCalGas and in turn deliver that gas to their own customers. (Southwest Gas also provides natural gas distribution service in the Lake Tahoe area.) Similarly, West Coast Gas, a small gas utility, is a wholesale customer of PG&E. Some other wholesale customers are municipalities like the cities of Palo Alto, Long Beach, and Vernon, which are not regulated by the CPUC.

Natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines that deliver out-of-state natural gas to California gas utilities are Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, Ruby Pipeline, Mojave Pipeline, and Tuscarora. Another pipeline, the North Baja - Baja Norte Pipeline takes gas off the El Paso Pipeline at the California/Arizona border, and delivers that gas through California into Mexico. While the Federal Energy Regulatory Commission (FERC) regulates the transportation of natural gas on the interstate pipelines, and authorizes rates for that service, the California Public Utilities Commission may participate in FERC regulatory proceedings to represent the interests of California natural gas consumers.

The gas transported to California gas utilities via the interstate pipelines, as well as some of the California-produced gas, is delivered into the PG&E and SoCalGas intrastate natural gas transmission pipelines systems (commonly referred to as California's "backbone" pipeline system). Natural gas on the utilities' backbone pipeline systems is then delivered to the local transmission and distribution pipeline systems, or to natural gas storage fields. Some large volume noncore customers take natural gas delivery directly off the high-pressure backbone and local transmission pipeline systems, while core customers and other noncore customers take delivery off the utilities' distribution pipeline systems. The state's natural gas utilities operate over 100,000 miles of transmission and distribution pipelines, and thousands more miles of service lines.

Bypass customers take most of their deliveries directly off the Kern/Mojave pipeline system, but they also take a significant amount of gas from California production

PG&E and SoCalGas own and operate several natural gas storage fields that are located within their service territories in northern and southern California, respectively. These storage fields, and four independently owned storage utilities - Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage - help meet peak seasonal and daily natural gas demand and allow California natural gas customers to secure

natural gas supplies more efficiently. PG&E is a 25% owner of the Gill Ranch Storage field. These storage fields provide a significant amount of infrastructure capacity to help meet California's natural gas requirements, and without these storage fields, California would need much more pipeline capacity in order to meet peak gas requirements .

Prior to the late 1980s, California regulated utilities provided virtually all natural gas services to all their customers. Since then, the Commission has gradually restructured the California gas industry in order to give customers more options while assuring regulatory protections for those customers that wish to, or are required to, continue receiving utility-provided services.

The option to purchase natural gas from independent suppliers is one of the results of this restructuring process. Although the regulated utilities procure natural gas supplies for most core customers, core customers have the option to purchase natural gas from independent natural gas marketers, called "core transport agents" (CTA). Contact information for core transport agents can be found on the utilities' web sites. Noncore customers, on the other hand, make natural gas supply arrangements directly with producers or with marketers.

Another option resulting from the restructuring process occurred in 1993, when the Commission removed the utilities' storage service responsibility for noncore customers, along with the cost of this service from noncore customers' transportation rates. The Commission also encouraged the development of independent storage fields, and in subsequent years, all the independent storage fields in California were established. Noncore customers and marketers may now take storage service from the utility or from an independent storage provider (if available), and pay for that service, or may opt to take no storage service at all. For core customers, the Commission assures that the utility has adequate storage capacity set aside to meet core requirements, and core customers pay for that service.

In a 1997 decision, the Commission adopted PG&E's "Gas Accord", which unbundled PG&E's backbone transmission costs from noncore transportation rates. This decision gave customers and marketers the opportunity to obtain pipeline capacity rights on PG&E's backbone transmission pipeline system, if desired, and pay for that service at rates authorized by the Commission. The Gas Accord also required PG&E to set aside a certain amount of backbone transmission capacity in order to deliver gas to its core customers. Subsequent Commission decisions modified and extended the initial terms of the Gas Accord. The "Gas Accord" framework is still in place today for PG&E's backbone and storage rates and services and is now simply referred to as PG&E Gas Transmission and Storage (GT&S).

In a 2006 decision, the Commission adopted a similar gas transmission framework for Southern California, called the "firm access rights" system. SoCalGas and SDG&E implemented the firm access rights (FAR) system in 2008, and it is now referred to as the backbone transmission system (BTS) framework. As under the PG&E backbone transmission system, SoCalGas backbone transmission costs are unbundled from noncore

transportation rates. Noncore customers and marketers may obtain, and pay for, firm backbone transmission capacity at various receipt points on the SoCalGas system. A certain amount of backbone transmission capacity is obtained for core customers to assure meeting their requirements.

Many if not most noncore customers now use a marketer to provide for several of the services formerly provided by the utility. That is, a noncore customer may simply arrange for a marketer to procure its supplies, and obtain any needed storage and backbone transmission capacity, in order to assure that it will receive its needed deliveries of natural gas supplies. Core customers still mainly rely on the utilities for procurement service, but they have the option to take procurement service from a CTA. Backbone transmission and storage capacity is either set aside or obtained for core customers in amounts to assure very high levels of service.

In order properly operate their natural gas transmission pipeline and storage systems, PG&E and SoCalGas must balance the amount of gas received into the pipeline system and delivered to customers or to storage fields. Some of these utilities' storage capacity is dedicated to this service, and under most circumstances, customers do not need to precisely match their deliveries with their consumption. However, when too much or too little gas is expected to be delivered into the utilities' systems, relative to the amount being consumed, the utilities require customers to more precisely match up their deliveries with their consumption. And, if customers do not meet certain delivery requirements, they could face financial penalties. The utilities do not profit from these financial penalties - the amounts are then returned to customers as a whole. If the utilities find that they are unable to deliver all the gas that is expected to be consumed, they may even call for a curtailment of some gas deliveries. These curtailments are typically required for just the largest, noncore customers. It has been many years since there has been a significant curtailment of core customers in California ." (16)

As indicated in the preceding discussions, natural gas is available from a variety of in-state and out-of-state sources and is provided throughout the state in response to market supply and demand. Complementing available natural gas resources, biogas may soon be available via existing delivery systems, thereby increasing the availability and reliability of resources in total. The CPUC oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State.

Based on information provided by the Project applicant, no natural gas will be used as a result of the project, and as such use of natural gas is not considered in the analysis.

2.4 TRANSPORTATION ENERGY RESOURCES

The Project would generate additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. In March 2019, the Department of Motor Vehicles (DMV) identified 36.4 million registered vehicles in California (17), and those vehicles

consume an estimated 17.8 billion gallons of fuel each year². Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets.

California's on-road transportation system includes 394,383 land miles, more than 27.5 million passenger vehicles and light trucks, and almost 8.1 million medium- and heavy-duty vehicles (17). While gasoline consumption has been declining since 2008 it is still by far the dominant fuel. Petroleum comprises about 91% of all transportation energy use, excluding fuel consumed for aviation and most marine vessels (18). Nearly 17.8 billion gallons of on-highway fuel are burned each year, including 14.6 billion gallons of gasoline (including ethanol) and 3.2 billion gallons of diesel fuel (including biodiesel and renewable diesel). In 2019, Californians also used 194 million cubic feet of natural gas as a transportation fuel (19), or the equivalent of 183 billion gallons of gasoline.

² Fuel consumptions estimated utilizing information from EMFAC2017.

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3 REGULATORY BACKGROUND

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the United States Department of Transportation, the United States Department of Energy, and the United States Environmental Protection Agency (EPA) are three federal agencies with substantial influence over energy policies and programs. On the state level, the CPUC and the CEC are two agencies with authority over different aspects of energy. Relevant federal and state energy-related laws and plans are summarized below.

3.1 FEDERAL REGULATIONS

3.1.1 INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA)

The ISTEA promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

3.1.2 THE TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)

The TEA-21 was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

3.2 CALIFORNIA REGULATIONS

3.2.1 INTEGRATED ENERGY POLICY REPORT (IEPR)

Senate Bill 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code § 25301a). The Energy Commission prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report.

The 2019 IEPR was adopted January 31, 2020, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2019 IEPR focuses on a variety of topics such as including the environmental performance of the electricity generation system, landscape-scale planning, the response to the gas leak at the Aliso Canyon natural gas storage facility, transportation fuel supply reliability issues, updates on Southern California electricity reliability, methane leakage, climate adaptation activities for the energy sector, climate and sea level rise scenarios, and the California Energy Demand Forecast (20). The 2020 IEPR Update is currently in progress but is not anticipated to be adopted until February 2021.

3.2.2 STATE OF CALIFORNIA ENERGY PLAN

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

3.2.3 CALIFORNIA CODE TITLE 24, PART 6, ENERGY EFFICIENCY 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. 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 CEC and became effective on January 1, 2020. The 2019 Title are applicable to building permit applications submitted on or after January 1, 2020. The 2019 Title 24 standards require solar PV systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting standards 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 PV systems, homes built under the 2019 standards will about 53% less energy than homes built under the 2016 standards. Nonresidential buildings will use approximately 30% less energy due to lighting upgrades compared to the prior code (21).

3.2.4 AB 1493 PAVLEY REGULATIONS AND FUEL EFFICIENCY STANDARDS

California AB 1493, enacted on July 22, 2002, required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks). Although aimed at reducing GHG emissions, specifically, a co-benefit

of the Pavley standards is an improvement in fuel efficiency and consequently a reduction in fuel consumption.

3.2.5 CALIFORNIA'S RENEWABLE PORTFOLIO STANDARD (RPS)

First established in 2002 under Senate Bill (SB) 1078, California's Renewable Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable resources to 33% of total retail sales by 2020 (22).

3.2.6 CLEAN ENERGY AND POLLUTION REDUCTION ACT OF 2015 (SB 350)

In October 2015, the legislature approved, and the Governor signed SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the renewables portfolio standard (RPS), higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33% to 50% by 2030, with interim targets of 40% by 2024, and 25% by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the California Energy Commission (CEC), and local publicly owned utilities.

Reorganize the Independent System Operator (ISO) to develop more regional electrify transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States (California Leginfo 2015).

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4 PROJECT ENERGY DEMANDS AND ENERGY EFFICIENCY MEASURES

4.1 EVALUATION CRITERIA

In compliance with Appendix G of the *State CEQA Guidelines* (1), this report analyzes the project's anticipated energy use during construction and operations to determine if the Project would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

In addition, Appendix F of the *State CEQA Guidelines* (23), states that the means of achieving the goal of energy conservation includes the following:

- Decreasing overall per capita energy consumption;
- Decreasing reliance on fossil fuels such as coal, natural gas and oil; and
- Increasing reliance on renewable energy sources.

4.2 METHODOLOGY

Information from the CalEEMod Version 2016.3.2 outputs for the *Glen Ivy Senior Community Air Quality Impact Analysis* (Urban Crossroads, Inc.) (AQIA) (24) was utilized in this analysis, detailing Project related construction equipment, transportation energy demands, and facility energy demands.

4.2.1 CAL EEMOD

On October 17, 2017, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod Version 2016.3.2. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources as well as energy usage. (25). Accordingly, the latest version of CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands. Outputs for the annual construction model runs are provided in Appendix 4.1 and Appendix 4.2 for annual operations.

4.2.2 EMISSION FACTORS MODEL

On August 19, 2019, the EPA approved the 2017 version of the EMISSIONS FACTOR model (EMFAC) web database for use in State Implementation Plan 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 (26). This energy study utilizes the different fuel types for each vehicle class from the annual EMFAC2017 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated

with vehicle usage during Project construction and operational activities. For purposes of analysis, the 2023 analysis year was utilized to determine the average vehicle fuel economy used throughout the duration of the Project.

4.3 CONSTRUCTION ENERGY DEMANDS

The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the proposed Project.

4.3.1 CONSTRUCTION POWER COST

The total Project construction power costs is the summation of the products of the area (sf) by the construction duration and the typical power cost.

PROJECT PROPOSED LAND USE

As previously stated, the Project currently includes the development of 141 assisted living DUs (109 standard assisted living DUs and 32 memory care DUs) and 75 senior adult housing attached DUs. Consistent with the TA, this energy study will evaluate the previous plan (which is more conservative), which consists of 130 beds of assisted living use and 35 memory care beds for standard assisted living for a total of 165 beds plus the 76 senior adult housing attached DUs and associated parking and paved areas.

CONSTRUCTION DURATION

Construction is expected to commence in January 2023 and will last through December 2023. The construction schedule utilized in the analysis, shown in Table 4-1, represents a “worst-case” analysis scenario. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines* (27). The duration of construction activity was based on the 2023 opening year and information provided by the Project Applicant. As shown on Table 4-1, construction activities are anticipated to occur over the course of 11 months (24).

TABLE 4-1: CONSTRUCTION DURATION

Phase Name	Start Date	End Date	Days
Site Preparation	01/01/2023	01/13/2023	10
Grading	01/14/2023	02/10/2023	20
Building Construction	02/11/2023	12/29/2023	230
Paving	12/02/2023	12/29/2023	20
Architectural Coating	11/05/2023	12/29/2023	40

Source: Construction activity based the 2023 opening year and CalEEMod defaults.

PROJECT CONSTRUCTION POWER COST

The 2020 National Construction Estimator identifies a typical power cost per 1,000 sf of construction per month of \$2.38, which was used to calculate the Project's total construction power cost. (28)

As shown on Table 4-2, the total power cost of the on-site electricity usage during the construction of the Project is estimated to be approximately \$11,404.01.

TABLE 4-2: CONSTRUCTION POWER COST

Land Use	Power Cost (per 1,000 SF of construction per month)	Size (1,000 SF)	Construction Duration (months)	Project Construction Power Cost
Other Asphalt Surfaces	\$2.38	110.356	11	\$2,889.12
Parking Lot	\$2.38	84.000	11	\$2,199.12
Assisted Living	\$2.38	157.905	11	\$4,133.96
Memory Care	\$2.38	83.339	11	\$2,181.81
CONSTRUCTION POWER COST				\$11,404.01

4.3.2 CONSTRUCTION ELECTRICITY USAGE

The total Project construction electricity usage is the summation of the products of the power cost (estimated in Table 4-2) by the utility provider cost per kilowatt hour (kWh) of electricity.

PROJECT CONSTRUCTION ELECTRICITY USAGE

As SCE would provide electricity the Project site, SCE's domestic service rate (Schedule D) was used to determine the Project's electrical usage. As of October 1, 2020, SCE's general service rate is \$0.12 per kWh of electricity for residential services (29). As shown on Table 4-3, the total electricity usage from on-site Project construction related activities is estimated to be approximately 95,511 kWh.

TABLE 4-3: CONSTRUCTION ELECTRICITY USAGE

Land Use	Cost per kWh	Project Construction Electricity Usage (kWh)
Other Asphalt Surfaces	\$0.12	24,197
Parking Lot	\$0.12	18,418
Assisted Living	\$0.12	34,623
Memory Care	\$0.12	18,273
CONSTRUCTION ELECTRICITY USAGE (kWh)		95,511

4.3.3 CONSTRUCTION EQUIPMENT FUEL ESTIMATES

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction.

CONSTRUCTION EQUIPMENT

Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 4-4 will operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the code. It should be noted that most pieces of equipment would likely operate for fewer hours per day. A summary of construction equipment assumptions by phase is provided at Table 4-4.

TABLE 4-4: CONSTRUCTION EQUIPMENT ASSUMPTIONS

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

^A As Water Trucks are driven on-road, emissions associated with the operations of Water Trucks have been modeled as additional trips (two 2-way trips per Water Truck).

PROJECT CONSTRUCTION EQUIPMENT FUEL CONSUMPTION

Project construction activity timeline estimates, construction equipment schedules, equipment power ratings, load factors, and associated fuel consumption estimates are presented in Table 4-5.

TABLE 4-5: CONSTRUCTION EQUIPMENT FUEL CONSUMPTION ESTIMATES

Phase Name	Duration (Days)	Equipment	HP Rating	Quantity	Usage Hours	Load Factor	HP-hrs/day	Total Fuel Consumption
Site Preparation	10	Crawler Tractors	212	4	8	0.43	2,917	1,577
		Rubber Tired Dozers	247	3	8	0.40	2,371	1,282
Grading	20	Crawler Tractors	212	2	8	0.43	1,459	1,577
		Excavators	158	2	8	0.38	961	1,039
		Graders	187	1	8	0.41	613	663
		Rubber Tired Dozers	247	1	8	0.40	790	854
		Scrapers	367	2	8	0.48	2,819	3,047
		Cranes	231	1	8	0.29	536	6,663
Building Construction	230	Forklifts	89	3	8	0.20	427	5,311
		Generator Sets	84	1	8	0.74	497	6,182
		Tractors/Loaders/Backhoes	97	3	8	0.37	861	10,709
		Welders	46	1	8	0.45	166	2,059
		Pavers	130	2	8	0.42	874	944
Paving	20	Paving Equipment	132	2	8	0.36	760	822
		Rollers	80	2	8	0.38	486	526
Architectural Coating	40	Air Compressors	78	1	8	0.48	300	648
CONSTRUCTION FUEL DEMAND (GALLONS DIESEL FUEL)								43,902

The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hour per gallon (hp-hr-gal.), obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines (30). For the purpose of this analysis, the calculations are based on all construction equipment being diesel-powered which is consistent with industry standards. Diesel fuel would be supplied by existing commercial fuel providers serving the County and region³. As presented in Table 4-5, Project construction activities would consume an estimated 43,902 gallons of diesel fuel.

Project construction would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

4.3.4 CONSTRUCTION TRIPS AND VMT

Based on the CalEEMod, the Trip and VMT are the number and length (in terms VMT⁴) of on-road vehicle trips for workers, vendors, and hauling for each construction phase. The trips identified in Table 4-6 are based on the CalEEMod default parameters, with the exception of trips during demolition which have been adjusted based on information provided by the Project Applicant.

TABLE 4-6: CONSTRUCTION TRIPS AND VMT

Phase Name	Worker Trips/Day	Vendor Trips/Day	Hauling Trips/Day	Worker Trip Length	Vendor Trip Length	Hauling Trip Length
Site Preparation	18	2	0	14.7	6.9	20
Grading	20	2	238	14.7	6.9	20
Building Construction	240	57	0	14.7	6.9	20
Paving	15	2	0	14.7	6.9	20
Architectural Coating	48	0	0	14.7	6.9	20

4.3.5 CONSTRUCTION WORKER FUEL ESTIMATES

With respect to estimated VMT for the Project, the construction worker trips would generate an estimated 853,041 VMT during the 11 months of construction (24). Based on CalEEMod methodology, it is assumed that 50% of all vendor trips are from light-duty-auto vehicles (LDA), 25% are from light-duty-trucks (LDT1⁵), and 25% are from light-duty-trucks (LDT2⁶). Data regarding Project related construction worker trips were based on CalEEMod defaults utilized within the AQIA.

Vehicle fuel efficiencies for LDA, LDT1, and LDT2 were estimated using information generated within the 2017 version of the EMFAC developed by CARB. EMFAC2017 is a mathematical model

³ Based on Appendix A of the CalEEMod User’s Guide, Construction consists of several types of off-road equipment. Since the majority of the off-road construction equipment used for construction projects are diesel fueled, CalEEMod assumes all of the equipment operates on diesel fuel.

⁴ For purposes of analysis, VMT is calculated by multiplying to number of trips by the trip length.

⁵ Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

⁶ Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

that was developed to calculate emission rates, fuel consumption, and 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 (26). EMFAC2017 was run for the LDA, LDT1, and LDT2 vehicle class within the California sub-area for the 2023 calendar year. Data from EMFAC2017 is shown in Appendix 4.3.

The EMFAC2017 aggregated fuel economy of LDA ranging from model year 1974 to model year 2023 is estimated to have a fuel efficiency of 28.38 miles per gallon (mpg). Table 4-7 provides an estimated annual fuel consumption resulting from LDAs related to the Project construction worker trips. Based on Table 4-7, it is estimated that 12,622 gallons of fuel will be consumed related to construction worker trips during full construction of the Project.

TABLE 4-7: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES (LDA)

Phase Name	Duration (Days)	Worker Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	10	9	14.7	1,323	33.79	39
Grading	20	10	14.7	2,940	33.79	87
Building Construction	230	120	14.7	405,720	33.79	12,008
Paving	20	8	14.7	2,352	33.79	70
Architectural Coating	40	24	14.7	14,112	33.79	418
PROJECT CONSTRUCTION WORKER (LDA) FUEL CONSUMPTION						12,622

The EMFAC2017 aggregated fuel economy of LDT1s ranging from model year 1974 to model year 2023 is estimated to have a fuel efficiency of 28.38 mpg. Table 4-8 provides an estimated annual fuel consumption resulting from LDT1s related to the Project construction worker trips. Based on Table 4-8, it is estimated that 7,515 gallons of fuel will be consumed related to construction worker trips during full construction of the Project.

TABLE 4-8: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES (LDT1)

Phase Name	Duration (Days)	Worker Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	10	5	14.7	735	28.38	26
Grading	20	5	14.7	1,470	28.38	52
Building Construction	230	60	14.7	202,860	28.38	7,147
Paving	20	4	14.7	1,176	28.38	41
Architectural Coating	40	12	14.7	7,056	28.38	249
PROJECT CONSTRUCTION WORKER (LDT1) FUEL CONSUMPTION						7,515

The EMFAC2017 aggregated fuel economy of LDT2s ranging from model year 1974 to model year 2023 is estimated to have a fuel efficiency of 27.02 mpg. Table 4-9 provides an estimated annual fuel consumption resulting from LDT2s related to the Project construction worker trips. Based on Table 4-9, it is estimated that 7,894 gallons of fuel will be consumed related to construction worker trips during full construction of the Project.

It should be noted that construction worker trips would represent a “single-event” gasoline fuel demand and would not require on-going or permanent commitment of fuel resources for this purpose.

TABLE 4-9: CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES (LDT2)

Phase Name	Duration (Days)	Worker Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	10	5	14.7	735	27.02	27
Grading	20	5	14.7	1,470	27.02	54
Building Construction	230	60	14.7	202,860	27.02	7,508
Paving	20	4	14.7	1,176	27.02	44
Architectural Coating	40	12	14.7	7,056	27.02	261
PROJECT CONSTRUCTION WORKER (LDT2) FUEL CONSUMPTION						7,894

4.3.6 CONSTRUCTION VENDOR FUEL ESTIMATES

With respect to estimated VMT, the construction vendor trips (vehicles that deliver materials to the site during construction) would generate an estimated 187,936 VMT along area roadways for the Project over the duration of construction activity (24). It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHDT) and 50% are from heavy-heavy duty trucks (HHDT). These assumptions are consistent with the CalEEMod defaults utilized within the within the AQIA (24). Vehicle fuel efficiencies for MHDTs and HHDTs were estimated using information generated within EMFAC2017. EMFAC2017 was run for the MHDT and HHDT vehicle classes within the California sub-area for the 2023 calendar year. Data from EMFAC2017 is shown in Appendix 4.3.

As generated by EMFAC2017, an aggregated fuel economy of MHDTs ranging from model year 1974 to model year 2023 is estimated to have a fuel efficiency of 10.77 mpg. Based on Table 4-10, it is estimated that 4,303 gallons of fuel will be consumed related to construction vendor trips (MHDTs) during full construction of the Project.

Tables 4-11 shows the estimated fuel economy of HHDTs accessing the Project site. As generated by EMFAC2017, an aggregated fuel economy of HHDTs ranging from model year 1974 to model year 2023 is estimated to have a fuel efficiency of 7.44 mpg. Based on Tables 4-11, fuel consumption from construction vendor and hauling trips (HHDTs) will total approximately 19,039 gallons.

It should be noted that Project construction vendor trips would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

TABLE 4-10: CONSTRUCTION VENDOR FUEL CONSUMPTION ESTIMATES (MHDT)

Phase Name	Duration (Days)	Vendor Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	10	1	6.9	69	10.77	6
Grading	20	1	6.9	138	10.77	13
Building Construction	230	29	6.9	46,023	10.77	4,271
Paving	20	1	6.9	138	10.77	13
PROJECT CONSTRUCTION VENDOR (MHDT) FUEL CONSUMPTION						4,303

TABLE 4-11: CONSTRUCTION VENDOR/HAULING FUEL CONSUMPTION ESTIMATES (HHDT)

Phase Name	Duration (Days)	Vendor/Hauling Trips / Day	Trip Length (miles)	VMT	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Vendor						
Site Preparation	10	1	6.9	69	7.44	9
Grading	20	1	6.9	138	7.44	19
Building Construction	230	29	6.9	46,023	7.44	6,189
Paving	20	1	6.9	138	7.44	19
Hauling						
Grading	20	238	20	95,200	7.44	12,803
PROJECT CONSTRUCTION VENDOR/HAULING (HHDT) FUEL CONSUMPTION						19,039

4.3.7 CONSTRUCTION ENERGY EFFICIENCY/CONSERVATION MEASURES

Starting in 2014, CARB adopted the nation's first regulation aimed at cleaning up off-road construction equipment such as bulldozers, graders, and backhoes. These requirements ensure fleets gradually turnover the oldest and dirtiest equipment to newer, cleaner models and prevent fleets from adding older, dirtier equipment. As such, the equipment used for Project construction would conform to CARB regulations and California emissions standards. It should also be noted that there are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

Construction contractors would be required to comply with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additional construction-source energy efficiencies would occur due to required California regulations and best available control measures (BACM). For example, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Section 2449(d)(3) requires that “grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling.” In this manner, construction equipment operators are required to be informed that engines are to be turned off at or prior to five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints.

A full analysis related to the energy needed to form construction materials is not included in this analysis due to a lack of detailed Project-specific information on construction materials. At this time, an analysis of the energy needed to create Project-related construction materials would be extremely speculative and thus has not been prepared.

In general, the construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing and refinement. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

4.4 OPERATIONAL ENERGY DEMANDS

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by passenger car and truck vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

4.4.1 TRANSPORTATION ENERGY DEMANDS

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site.

LIGHT-DUTY AUTOS

With respect to estimated VMT, and based on the trip frequency and trip length methodologies cited in the Project’s AQIA, the Project would generate an estimated 1,351,704 annual VMT along area roadways for all LDAs with full build-out of the Project (24). Table 4-12 provides an estimated range of annual fuel consumption resulting from Project generated LDAs. Based on Table 4-12, it is estimated that 40,008 gallons of fuel will be consumed from Project generated LDA trips.

TABLE 4-12: PROJECT-GENERATED LDA VEHICLE TRAFFIC ANNUAL FUEL CONSUMPTION

Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
1,351,704	33.79	40,008

LIGHT-DUTY TRUCKS

With respect to estimated VMT, and based on the trip frequency and trip length methodologies cited in the Project’s AQIA, the Project would generate an estimated 89,317 annual VMT along area roadways for all Light-Duty Trucks (LDT1)⁷ vehicles with full build-out of the Project (24). Table 4-13 provides an estimated range of annual fuel consumption resulting from Project generated LDT1s. Based on Table 4-13, it is estimated that 3,147 gallons of fuel will be consumed from Project generated LDT1 trips.

TABLE 4-13: PROJECT-GENERATED LDT1 VEHICLE TRAFFIC ANNUAL FUEL CONSUMPTION

Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
89,317	28.38	3,147

Additionally, the Project would generate an estimated 460,501 annual VMT along area roadways for all LDT2⁸ vehicles with full build-out of the Project (24). Table 4-14 provides an estimated range of annual fuel consumption resulting from Project generated LDT2s. Based on Table 4-14, it is estimated that 17,042 gallons of fuel will be consumed from Project generated LDT2 trips.

TABLE 4-14: PROJECT-GENERATED LDT2 VEHICLE TRAFFIC ANNUAL FUEL CONSUMPTION

Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
460,501	27.02	17,042

MEDIUM-DUTY TRUCKS

With respect to estimated VMT, and based on the trip frequency and trip length methodologies cited in the Project’s AQIA, the Project would generate an estimated 277,299 annual VMT along area roadways for all Medium-Duty Trucks (MDV) vehicles with full build-out of the Project (24).

⁷ Vehicles under the LDT1 category have a gross vehicle weight rating (GVWR) of less than 6,000 lbs. and equivalent test weight (ETW) of less than or equal to 3,750 lbs.

⁸ Vehicles under the LDT2 category have a GVWR of less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.

Table 4-15 provides an estimated range of annual fuel consumption resulting from Project generated MDVs. Based on Table 4-15, it is estimated that 12,925 gallons of fuel will be consumed from Project generated MDV trips.

TABLE 4-15: PROJECT-GENERATED MDV VEHICLE TRAFFIC ANNUAL FUEL CONSUMPTION

Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
277,299	21.45	12,925

LIGHT-HEAVY DUTY TRUCKS

With respect to estimated VMT, and based on the trip frequency and trip length methodologies cited in the Project’s AQIA, the Project would generate an estimated 35,195 annual VMT along area roadways for all Light-Heavy-Duty Trucks (LHDT1)⁹ vehicles with full build-out of the Project (24). Table 4-16 provides an estimated range of annual fuel consumption resulting from Project generated LHDT1s. Based on Table 4-16, it is estimated that 2,414 gallons of fuel will be consumed from Project generated LHDT1 trips.

TABLE 4-16: PROJECT-GENERATED LHDT1 TRAFFIC ANNUAL FUEL CONSUMPTION

Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
35,195	14.58	2,414

Additionally, the Project would generate an estimated 11,842 annual VMT along area roadways for all LHDT2¹⁰ vehicles with full build-out of the Project (24). Table 4-17 provides an estimated range of annual fuel consumption resulting from Project generated LHDT2s. Based on Table 4-17, it is estimated that 776 gallons of fuel will be consumed from Project generated LHDT2 trips.

TABLE 4-17: PROJECT-GENERATED LHDT2 TRAFFIC ANNUAL FUEL CONSUMPTION

Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
11,842	15.26	776

MEDIUM-HEAVY DUTY TRUCKS

With respect to estimated VMT, and based on the trip frequency and trip length methodologies cited in the Project’s AQIA, the Project would generate an estimated 43,375 annual VMT along area roadways for all MHDTs with full build-out of the Project (24). Table 4-18 provides an estimated range of annual fuel consumption resulting from Project generated MHDTs. Based on Table 4-18, it is estimated that 4,026 gallons of fuel will be consumed from Project generated MHDT trips.

⁹ Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.

¹⁰ Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.

TABLE 4-18: PROJECT-GENERATED MHDT TRAFFIC ANNUAL FUEL CONSUMPTION

Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
43,375	10.77	4,026

HEAVY-HEAVY DUTY TRUCKS

With respect to estimated VMT, and based on the trip frequency and trip length methodologies cited in the Project's AQIA, the Project would generate an estimated 172,804 annual VMT along area roadways for all HHDTs with full build-out of the Project (24). Table 4-19 provides an estimated range of annual fuel consumption resulting from Project generated HHDTs. Based on Table 4-19, it is estimated that 23,240 gallons of fuel will be consumed from Project generated HHDT trips.

TABLE 4-19: PROJECT-GENERATED HHDT TRAFFIC ANNUAL FUEL CONSUMPTION

Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
172,804	7.44	23,240

OTHER BUSES

With respect to estimated VMT, and based on the trip frequency and trip length methodologies cited in the Project's AQIA, the Project would generate an estimated 3,472 annual VMT along area roadways for all Other Buses (OBUS) with full build-out of the Project (24). Table 4-20 provides an estimated range of annual fuel consumption resulting from Project generated OBUS vehicles. Based on Table 4-20, it is estimated that 515 gallons of fuel will be consumed from Project generated OBUS trips.

TABLE 4-20: PROJECT-GENERATED OBUS TRAFFIC ANNUAL FUEL CONSUMPTION

Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
3,472	6.74	515

URBAN BUSES

With respect to estimated VMT, and based on the trip frequency and trip length methodologies cited in the Project's AQIA, the Project would generate an estimated 2,826 annual VMT along area roadways for all Urban Buses (UBUS) with full build-out of the Project (24). Table 4-21 provides an estimated range of annual fuel consumption resulting from Project generated UBUS vehicles. Based on Table 4-21, it is estimated that 569 gallons of fuel will be consumed from Project generated UBUS trips.

TABLE 4-21: PROJECT-GENERATED UBUS TRAFFIC ANNUAL FUEL CONSUMPTION

Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
2,826	4.97	569

MOTORCYCLES

With respect to estimated VMT, and based on the trip frequency and trip length methodologies cited in the Project’s AQIA, the Project would generate an estimated 11,107 annual VMT along area roadways for all Motorcycles (MCY) with full build-out of the Project (24). Table 4-22 provides an estimated range of annual fuel consumption resulting from Project generated MCY vehicles. Based on Table 4-22, it is estimated that 293 gallons of fuel will be consumed from Project generated MCY trips.

TABLE 4-22: PROJECT-GENERATED MCY TRAFFIC ANNUAL FUEL CONSUMPTION

Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
11,107	37.90	293

SCHOOL BUSES

With respect to estimated VMT, and based on the trip frequency and trip length methodologies cited in the Project’s AQIA, the Project would generate an estimated 2,262 annual VMT along area roadways for all School Buses (SBUS) with full build-out of the Project (24). Table 4-23 provides an estimated range of annual fuel consumption resulting from Project generated SBUS vehicles. Based on Table 4-23, it is estimated that 281 gallons of fuel will be consumed from Project generated SBUS trips.

TABLE 4-23: PROJECT-GENERATED SBUS TRAFFIC ANNUAL FUEL CONSUMPTION

Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
2,262	8.06	281

MOTOR HOMES

With respect to estimated VMT, and based on the trip frequency and trip length methodologies cited in the Project’s AQIA, the Project would generate an estimated 2,213 annual VMT along area roadways for all Motor Homes (MH) with full build-out of the Project (24). Table 4-24 provides an estimated range of annual fuel consumption resulting from Project generated MH vehicles. Based on Table 4-24, it is estimated that 359 gallons of fuel will be consumed from Project generated MH trips.

TABLE 4-24: PROJECT-GENERATED MH TRAFFIC ANNUAL FUEL CONSUMPTION

Annual VMT	Average Vehicle Fuel Economy (mpg)	Estimated Annual Fuel Consumption (gallons)
2,213	6.17	359

As summarized on Table 4-25 the Project will result in 2,463,916 annual VMT and an estimated annual fuel consumption of 105,595 gallons of fuel.

TABLE 4-25: TOTAL PROJECT-GENERATED TRAFFIC ANNUAL FUEL CONSUMPTION (ALL VEHICLES)

Vehicle Type	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	1,351,704	40,008
LDT1	89,317	3,147
LDT2	460,501	17,042
MDV	277,299	12,925
LHDT1	35,195	2,414
LHDT2	11,842	776
MHDT	43,375	4,026
HHD T	172,804	23,240
OBUS	3,472	515
UBUS	2,826	569
MCY	11,107	293
SBUS	2,262	281
MH	2,213	359
TOTAL (ALL VEHICLES)	2,463,916	105,595

4.4.2 FACILITY ENERGY DEMANDS

The latest version of CalEEMod has been used to determine the proposed Project's facility energy demands. Outputs for the annual operational model runs are provided in Appendix 4.2. Table 4-26 provides the summary of the annual natural gas and electricity demands of the Project.

TABLE 4-26: PROJECT ANNUAL OPERATIONAL ENERGY DEMAND SUMMARY

Natural Gas Demand	kBTU/year
Other Asphalt Surfaces	0
Parking Lot	0
Assisted Living	1,751,740
Memory Care	799,210
TOTAL PROJECT NATURAL GAS DEMAND	2,550,950
Electricity Demand	kWh/year
Other Asphalt Surfaces	0
Parking Lot	29,400
Assisted Living	592,363
Memory Care	308,221
TOTAL PROJECT ELECTRICITY DEMAND	929,984

kBTU – kilo-British Thermal Units

4.4.3 OPERATIONAL ENERGY EFFICIENCY/CONSERVATION MEASURES

Energy efficiency/energy conservation attributes of the Project would be complemented by increasingly stringent state and federal regulatory actions addressing vehicle fuel economies and vehicle emissions standards; and enhanced building/utilities energy efficiencies mandated under California building codes (e.g., Title24, California Green Building Standards Code).

ENHANCED VEHICLE FUEL EFFICIENCIES

Project annual fuel consumption estimates presented previously in Table 4-25 represent likely potential maximums that would occur for the Project. Under subsequent future conditions, average fuel economies of vehicles accessing the Project site can be expected to improve as older, less fuel-efficient vehicles are removed from circulation, and in response to fuel economy and emissions standards imposed on newer vehicles entering the circulation system.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands.

4.5 SUMMARY

4.5.1 CONSTRUCTION ENERGY DEMANDS

The estimated power cost of on-site electricity usage during the construction of the Project is assumed to be approximately \$11,404.01. Additionally, based on the assumed power cost, it is estimated that the total electricity usage during construction, after full Project build-out, is calculated to be approximately 95,511 kWh.

Construction equipment used by the Project would result in single event consumption of approximately 43,902 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. BACMs inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints.

Construction worker trips for full construction of the Project would result in the estimated fuel consumption of 28,031 gallons of fuel. Additionally, fuel consumption from construction vendor trips (MHDTs and HHDTs) will total approximately 23,342 gallons. Diesel fuel would be supplied by County and regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2019 IEPR released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements (20). As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

4.5.2 OPERATIONAL ENERGY DEMANDS

TRANSPORTATION ENERGY DEMANDS

Annual vehicular trips and related VMT generated by the operation of the Project would result in a fuel demand of 105,595 gallons of fuel.

Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the Project are consistent with other residential uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Ed., 2017); and CalEEMod. As such, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other residential land uses.

It should be noted that the state strategy for the transportation sector for medium and heavy-duty trucks is focused on making trucks more efficient and expediting truck turnover rather than reducing VMT from trucks. This is in contrast to the passenger vehicle component of the transportation sector where both per-capita VMT reductions and an increase in vehicle efficiency are forecasted to be needed to achieve the overall state emissions reductions goals.

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the

Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project would implement sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code and County requirements, the Project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

FACILITY ENERGY DEMANDS

Project facility operational energy demands are estimated at: 2,550,950 kBTU/year of natural gas; and 929,984 kWh/year of electricity. Natural gas would be supplied to the Project by SoCalGas; electricity would be supplied by SCE. The Project proposes conventional residential uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other residential land use projects of similar scale and configuration.

Lastly, the Project will comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary.

4.6 ENERGY FINDINGS AND RECOMMENDATIONS

4.6.1 ENERGY IMPACT 1

Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

As supported by the preceding analyses, a Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California.

4.6.2 ENERGY IMPACT 2

Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The Project's consistency with the applicable state and local plans is discussed below.

CONSISTENCY WITH ISTE A

Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTE A because Southern California

Association of Governments (SCAG) is not planning for intermodal facilities on or through the Project site.

CONSISTENCY WITH TEA-21

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce VMT and takes advantage of existing infrastructure systems. It should also be noted that the residential use proposed by the Project will generate less traffic and consequently result in less VMT than if the Project site were developed (retail, office, commercial uses), which would generate more trips and consequently more VMT than the proposed Project. As such, the Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

CONSISTENCY WITH IEPR

Electricity may be provided to the Project by SCE. SCE's *Clean Power and Electrification Pathway* (CPEP) white paper builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2019 IEPR.

CONSISTENCY WITH STATE OF CALIFORNIA ENERGY PLAN

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

CONSISTENCY WITH CALIFORNIA CODE TITLE 24, PART 6, ENERGY EFFICIENCY STANDARDS

The 2019 version of Title 24 was adopted by the California Energy Commission (CEC) and became effective on January 1, 2020. It should be noted that the analysis herein assumes compliance with the 2019 Title 24 Standards. It should be noted that the CEC anticipates that nonresidential buildings will use approximately 53% less energy compared to the prior code (21). As such, the CalEEMod defaults for Title 24 – Electricity and Lighting Energy were reduced by 53% in order to reflect consistency with the 2019 Title 24 standard.

CONSISTENCY WITH AB 1493

AB 1493 is not applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493.

CONSISTENCY WITH RPS

California's Renewable Portfolio Standard is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS.

CONSISTENCY WITH SB 350

The proposed Project would use energy from SCE, which have committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new residential developments and would include several measures designed to reduce energy consumption.

As shown above, the Project would not conflict with any of the state or local plans. As such, a less than significant impact is expected.

4.6.3 ENERGY IMPACT 3

Would the Project achieve the goal of energy conservation by:

- ***Decreasing overall per capita energy consumption.***
- ***Decreasing reliance on fossil fuels such as coal, natural gas and oil.***
- ***Increasing reliance on renewable energy sources.***

As previously stated, the proposed Project is subject to California Building Code requirements. New buildings must achieve compliance with 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements. Additionally, the proposed Project would comply with County of Riverside CAP measure R2-CE1, which includes on-site renewable energy production. This measure is required for any tentative tract map, plot plan, or conditional use permit that proposes development or one or more new buildings totaling more than 75 DUs or 100,000 gross sf of Community Care Facility development to offset its energy demand. For Community Care Facility developments, measure R2-CE1 requires a 20% offset in energy demand.

The Project would provide for, and promote, energy efficiencies equal to or beyond those required under other applicable federal and State of California standards and regulations, and in so doing would meet or exceed all California Building Standards Code Title 24 standards. Moreover, energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by residential uses of similar scale that were not built with the current 2019 Building and Energy Efficiency Standards and the 2019 California Green Building Standards requirements. On this basis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the Project would not cause or result in the need for additional energy producing facilities or energy delivery systems

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5 REFERENCES

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6 CERTIFICATIONS

The contents of this energy analysis report represent an accurate depiction of the environmental impacts associated with the proposed Glen Ivy Senior Community. The information contained in this energy analysis report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at hqureshi@urbanxroads.com.

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EDUCATION

Master of Science in Environmental Studies
California State University, Fullerton • May 2010

Bachelor of Arts in Environmental Analysis and Design
University of California, Irvine • June 2006

PROFESSIONAL AFFILIATIONS

AEP – Association of Environmental Planners
AWMA – Air and Waste Management Association
ASTM – American Society for Testing and Materials

PROFESSIONAL CERTIFICATIONS

Planned Communities and Urban Infill – Urban Land Institute • June 2011
Indoor Air Quality and Industrial Hygiene – EMSL Analytical • April 2008
Principles of Ambient Air Monitoring – CARB • August 2007
AB2588 Regulatory Standards – Trinity Consultants • November 2006
Air Dispersion Modeling – Lakes Environmental • June 2006

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APPENDIX 4.1:

CALEEMOD PROJECT ANNUAL CONSTRUCTION EMISSIONS MODEL OUTPUTS

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

Glen Ivy Senior Community (Construction)
Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	110.36	1000sqft	2.53	110,356.00	0
Parking Lot	210.00	Space	1.93	84,000.00	0
Congregate Care (Assisted Living)	144.00	Dwelling Unit	3.63	157,905.16	412
Retirement Community	76.00	Dwelling Unit	1.91	83,338.84	217

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2023

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

Project Characteristics -

Land Use - Total Project Area is 10 acres.

Construction Phase - Construction anticipated to start in January 2023. Number of days for each phase has been approved by the Project Applicant.

Off-road Equipment - Hours are based on an 8-hour workday.

Off-road Equipment - Hours are based on an 8-hour workday

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes.

Off-road Equipment -

Off-road Equipment - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes.

Trips and VMT - Emissions associated with the operations of Water Trucks have been modeled as additional trips and VMT and not as actual equipment.

Grading - It is assumed that the entire Project Site (10 acres) will be disturbed per day.

Vehicle Trips - Construction Run Only.

Woodstoves - Construction Run Only.

Energy Use - Construction Run Only.

Water And Wastewater - Construction Run Only.

Solid Waste - Construction Run Only.

Construction Off-road Equipment Mitigation - Rule 403

Vehicle Emission Factors - EMFAC2017

Vehicle Emission Factors - EMFAC2017

Vehicle Emission Factors - EMFAC2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	40.00
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	1,001.10	0.00
tblEnergyUse	NT24E	3,054.10	0.00
tblEnergyUse	NT24E	3,172.76	0.00

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblEnergyUse	NT24NG	6,030.00	0.00
tblEnergyUse	NT24NG	6,030.00	0.00
tblEnergyUse	T24E	772.17	0.00
tblEnergyUse	T24E	877.14	0.00
tblEnergyUse	T24NG	8,764.08	0.00
tblEnergyUse	T24NG	9,544.50	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	122.40	0.00
tblFireplaces	NumberGas	64.60	0.00
tblFireplaces	NumberNoFireplace	14.40	0.00
tblFireplaces	NumberNoFireplace	7.60	0.00
tblFireplaces	NumberWood	7.20	0.00
tblFireplaces	NumberWood	3.80	0.00
tblGrading	AcresOfGrading	70.00	200.00
tblGrading	AcresOfGrading	20.00	100.00
tblGrading	MaterialImported	0.00	38,000.00
tblLandUse	LandUseSquareFeet	144,000.00	157,905.16
tblLandUse	LandUseSquareFeet	76,000.00	83,338.84
tblLandUse	LotAcreage	1.89	1.93
tblLandUse	LotAcreage	9.00	3.63
tblLandUse	LotAcreage	15.20	1.91
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblSolidWaste	SolidWasteGenerationRate	131.40	0.00
tblSolidWaste	SolidWasteGenerationRate	34.96	0.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	55.00	57.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblVehicleEF	HHD	0.96	0.02
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.08	0.00
tblVehicleEF	HHD	2.07	6.43
tblVehicleEF	HHD	0.41	0.24
tblVehicleEF	HHD	1.44	4.3850e-003
tblVehicleEF	HHD	6,147.84	1,065.92
tblVehicleEF	HHD	1,399.88	1,272.83
tblVehicleEF	HHD	4.72	0.04
tblVehicleEF	HHD	17.43	5.31
tblVehicleEF	HHD	0.97	1.96
tblVehicleEF	HHD	20.29	2.50
tblVehicleEF	HHD	5.1890e-003	2.3650e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	5.1440e-003	0.02
tblVehicleEF	HHD	3.9000e-005	0.00

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	HHD	4.9650e-003	2.2630e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8620e-003	8.8060e-003
tblVehicleEF	HHD	4.9210e-003	0.02
tblVehicleEF	HHD	3.6000e-005	0.00
tblVehicleEF	HHD	7.3000e-005	3.0000e-006
tblVehicleEF	HHD	2.3430e-003	9.7000e-005
tblVehicleEF	HHD	0.55	0.44
tblVehicleEF	HHD	4.3000e-005	2.0000e-006
tblVehicleEF	HHD	0.04	0.02
tblVehicleEF	HHD	1.5400e-004	4.4400e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	0.06	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	7.3000e-005	3.0000e-006
tblVehicleEF	HHD	2.3430e-003	9.7000e-005
tblVehicleEF	HHD	0.63	0.50
tblVehicleEF	HHD	4.3000e-005	2.0000e-006
tblVehicleEF	HHD	0.08	0.05
tblVehicleEF	HHD	1.5400e-004	4.4400e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	0.91	0.02
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.08	0.00
tblVehicleEF	HHD	1.50	6.35
tblVehicleEF	HHD	0.41	0.24

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	HHD	1.38	4.1390e-003
tblVehicleEF	HHD	6,513.09	1,052.83
tblVehicleEF	HHD	1,399.88	1,272.83
tblVehicleEF	HHD	4.72	0.04
tblVehicleEF	HHD	17.99	5.06
tblVehicleEF	HHD	0.91	1.85
tblVehicleEF	HHD	20.28	2.50
tblVehicleEF	HHD	4.3760e-003	2.0780e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	5.1440e-003	0.02
tblVehicleEF	HHD	3.9000e-005	0.00
tblVehicleEF	HHD	4.1860e-003	1.9880e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8620e-003	8.8060e-003
tblVehicleEF	HHD	4.9210e-003	0.02
tblVehicleEF	HHD	3.6000e-005	0.00
tblVehicleEF	HHD	1.4000e-004	5.0000e-006
tblVehicleEF	HHD	2.6540e-003	1.0600e-004
tblVehicleEF	HHD	0.51	0.46
tblVehicleEF	HHD	8.2000e-005	3.0000e-006
tblVehicleEF	HHD	0.04	0.02
tblVehicleEF	HHD	1.5700e-004	4.4900e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	0.06	9.8850e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.0000e-005	0.00

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	HHD	1.4000e-004	5.0000e-006
tblVehicleEF	HHD	2.6540e-003	1.0600e-004
tblVehicleEF	HHD	0.59	0.53
tblVehicleEF	HHD	8.2000e-005	3.0000e-006
tblVehicleEF	HHD	0.08	0.05
tblVehicleEF	HHD	1.5700e-004	4.4900e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	1.04	0.02
tblVehicleEF	HHD	0.03	8.2000e-004
tblVehicleEF	HHD	0.08	0.00
tblVehicleEF	HHD	2.85	6.51
tblVehicleEF	HHD	0.41	0.15
tblVehicleEF	HHD	1.46	4.3390e-003
tblVehicleEF	HHD	5,643.45	1,077.40
tblVehicleEF	HHD	1,399.88	1,253.68
tblVehicleEF	HHD	4.72	0.04
tblVehicleEF	HHD	16.66	5.62
tblVehicleEF	HHD	0.96	1.92
tblVehicleEF	HHD	20.29	2.50
tblVehicleEF	HHD	6.3140e-003	2.7000e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	5.1440e-003	0.02
tblVehicleEF	HHD	3.9000e-005	0.00
tblVehicleEF	HHD	6.0400e-003	2.5830e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8620e-003	8.7520e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	HHD	4.9210e-003	0.02
tblVehicleEF	HHD	3.6000e-005	0.00
tblVehicleEF	HHD	5.5000e-005	3.0000e-006
tblVehicleEF	HHD	2.4340e-003	1.0800e-004
tblVehicleEF	HHD	0.59	0.40
tblVehicleEF	HHD	3.6000e-005	2.0000e-006
tblVehicleEF	HHD	0.04	0.02
tblVehicleEF	HHD	1.6500e-004	4.7200e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	HHD	0.05	0.01
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	5.5000e-005	3.0000e-006
tblVehicleEF	HHD	2.4340e-003	1.0800e-004
tblVehicleEF	HHD	0.68	0.46
tblVehicleEF	HHD	3.6000e-005	2.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	1.6500e-004	4.7200e-004
tblVehicleEF	HHD	0.04	1.0000e-006
tblVehicleEF	LDA	3.3240e-003	1.8870e-003
tblVehicleEF	LDA	4.1920e-003	0.04
tblVehicleEF	LDA	0.51	0.56
tblVehicleEF	LDA	0.96	2.03
tblVehicleEF	LDA	235.32	251.70
tblVehicleEF	LDA	54.50	52.26
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.06	0.17

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LDA	1.5540e-003	1.3050e-003
tblVehicleEF	LDA	2.2370e-003	1.7590e-003
tblVehicleEF	LDA	1.4310e-003	1.2020e-003
tblVehicleEF	LDA	2.0570e-003	1.6170e-003
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.3520e-003	6.9510e-003
tblVehicleEF	LDA	0.03	0.19
tblVehicleEF	LDA	0.06	0.19
tblVehicleEF	LDA	2.3560e-003	2.4590e-003
tblVehicleEF	LDA	5.6100e-004	5.1100e-004
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.03	0.19
tblVehicleEF	LDA	0.06	0.21
tblVehicleEF	LDA	3.7650e-003	2.1290e-003
tblVehicleEF	LDA	3.6350e-003	0.04
tblVehicleEF	LDA	0.62	0.67
tblVehicleEF	LDA	0.85	1.70
tblVehicleEF	LDA	256.22	272.11
tblVehicleEF	LDA	54.50	51.65
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.06	0.15
tblVehicleEF	LDA	1.5540e-003	1.3050e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LDA	2.2370e-003	1.7590e-003
tblVehicleEF	LDA	1.4310e-003	1.2020e-003
tblVehicleEF	LDA	2.0570e-003	1.6170e-003
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	9.4470e-003	7.7540e-003
tblVehicleEF	LDA	0.03	0.19
tblVehicleEF	LDA	0.05	0.16
tblVehicleEF	LDA	2.5670e-003	2.6590e-003
tblVehicleEF	LDA	5.5900e-004	5.0500e-004
tblVehicleEF	LDA	0.09	0.09
tblVehicleEF	LDA	0.10	0.10
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.03	0.19
tblVehicleEF	LDA	0.05	0.18
tblVehicleEF	LDA	3.2080e-003	1.8550e-003
tblVehicleEF	LDA	4.3060e-003	0.04
tblVehicleEF	LDA	0.48	0.54
tblVehicleEF	LDA	0.98	2.01
tblVehicleEF	LDA	229.53	248.26
tblVehicleEF	LDA	54.50	52.24
tblVehicleEF	LDA	0.04	0.03
tblVehicleEF	LDA	0.06	0.16
tblVehicleEF	LDA	1.5540e-003	1.3050e-003
tblVehicleEF	LDA	2.2370e-003	1.7590e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LDA	1.4310e-003	1.2020e-003
tblVehicleEF	LDA	2.0570e-003	1.6170e-003
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.0650e-003	6.8280e-003
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.06	0.19
tblVehicleEF	LDA	2.2980e-003	2.4260e-003
tblVehicleEF	LDA	5.6100e-004	5.1000e-004
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.10	0.09
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.01	9.9310e-003
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.06	0.21
tblVehicleEF	LDT1	9.2940e-003	5.7490e-003
tblVehicleEF	LDT1	0.01	0.07
tblVehicleEF	LDT1	1.18	1.22
tblVehicleEF	LDT1	2.73	2.28
tblVehicleEF	LDT1	295.40	298.87
tblVehicleEF	LDT1	68.37	63.71
tblVehicleEF	LDT1	0.11	0.10
tblVehicleEF	LDT1	0.17	0.26
tblVehicleEF	LDT1	2.2770e-003	1.8930e-003
tblVehicleEF	LDT1	3.3510e-003	2.5560e-003
tblVehicleEF	LDT1	2.0960e-003	1.7420e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LDT1	3.0820e-003	2.3500e-003
tblVehicleEF	LDT1	0.18	0.16
tblVehicleEF	LDT1	0.30	0.22
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.18	0.73
tblVehicleEF	LDT1	0.19	0.37
tblVehicleEF	LDT1	2.9680e-003	2.9210e-003
tblVehicleEF	LDT1	7.3100e-004	6.2300e-004
tblVehicleEF	LDT1	0.18	0.16
tblVehicleEF	LDT1	0.30	0.23
tblVehicleEF	LDT1	0.12	0.11
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.18	0.74
tblVehicleEF	LDT1	0.21	0.40
tblVehicleEF	LDT1	0.01	6.4140e-003
tblVehicleEF	LDT1	0.01	0.06
tblVehicleEF	LDT1	1.43	1.44
tblVehicleEF	LDT1	2.40	1.91
tblVehicleEF	LDT1	320.93	320.06
tblVehicleEF	LDT1	68.37	62.93
tblVehicleEF	LDT1	0.11	0.09
tblVehicleEF	LDT1	0.16	0.24
tblVehicleEF	LDT1	2.2770e-003	1.8930e-003
tblVehicleEF	LDT1	3.3510e-003	2.5560e-003
tblVehicleEF	LDT1	2.0960e-003	1.7420e-003
tblVehicleEF	LDT1	3.0820e-003	2.3500e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LDT1	0.36	0.30
tblVehicleEF	LDT1	0.37	0.26
tblVehicleEF	LDT1	0.24	0.22
tblVehicleEF	LDT1	0.03	0.03
tblVehicleEF	LDT1	0.18	0.72
tblVehicleEF	LDT1	0.16	0.31
tblVehicleEF	LDT1	3.2270e-003	3.1280e-003
tblVehicleEF	LDT1	7.2500e-004	6.1500e-004
tblVehicleEF	LDT1	0.36	0.30
tblVehicleEF	LDT1	0.37	0.26
tblVehicleEF	LDT1	0.24	0.22
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.18	0.72
tblVehicleEF	LDT1	0.18	0.34
tblVehicleEF	LDT1	8.9360e-003	5.6560e-003
tblVehicleEF	LDT1	0.01	0.07
tblVehicleEF	LDT1	1.11	1.18
tblVehicleEF	LDT1	2.78	2.26
tblVehicleEF	LDT1	287.77	295.29
tblVehicleEF	LDT1	68.37	63.68
tblVehicleEF	LDT1	0.11	0.10
tblVehicleEF	LDT1	0.17	0.26
tblVehicleEF	LDT1	2.2770e-003	1.8930e-003
tblVehicleEF	LDT1	3.3510e-003	2.5560e-003
tblVehicleEF	LDT1	2.0960e-003	1.7420e-003
tblVehicleEF	LDT1	3.0820e-003	2.3500e-003
tblVehicleEF	LDT1	0.16	0.16

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	0.10	0.11
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.21	0.86
tblVehicleEF	LDT1	0.19	0.36
tblVehicleEF	LDT1	2.8910e-003	2.8860e-003
tblVehicleEF	LDT1	7.3200e-004	6.2200e-004
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	0.10	0.11
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.21	0.86
tblVehicleEF	LDT1	0.21	0.40
tblVehicleEF	LDT2	4.7540e-003	3.1840e-003
tblVehicleEF	LDT2	5.7630e-003	0.06
tblVehicleEF	LDT2	0.68	0.79
tblVehicleEF	LDT2	1.27	2.59
tblVehicleEF	LDT2	330.23	314.22
tblVehicleEF	LDT2	76.02	67.26
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.10	0.26
tblVehicleEF	LDT2	1.6020e-003	1.3480e-003
tblVehicleEF	LDT2	2.3660e-003	1.7950e-003
tblVehicleEF	LDT2	1.4730e-003	1.2410e-003
tblVehicleEF	LDT2	2.1760e-003	1.6510e-003
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.10	0.12

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.39
tblVehicleEF	LDT2	0.08	0.28
tblVehicleEF	LDT2	3.3070e-003	3.0700e-003
tblVehicleEF	LDT2	7.8100e-004	6.5700e-004
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.10	0.12
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.39
tblVehicleEF	LDT2	0.09	0.31
tblVehicleEF	LDT2	5.3890e-003	3.5750e-003
tblVehicleEF	LDT2	5.0030e-003	0.05
tblVehicleEF	LDT2	0.83	0.94
tblVehicleEF	LDT2	1.13	2.16
tblVehicleEF	LDT2	359.32	334.38
tblVehicleEF	LDT2	76.02	66.44
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.10	0.24
tblVehicleEF	LDT2	1.6020e-003	1.3480e-003
tblVehicleEF	LDT2	2.3660e-003	1.7950e-003
tblVehicleEF	LDT2	1.4730e-003	1.2410e-003
tblVehicleEF	LDT2	2.1760e-003	1.6510e-003
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.10	0.13

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.39
tblVehicleEF	LDT2	0.07	0.24
tblVehicleEF	LDT2	3.6000e-003	3.2670e-003
tblVehicleEF	LDT2	7.7900e-004	6.4900e-004
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.10	0.13
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.39
tblVehicleEF	LDT2	0.07	0.27
tblVehicleEF	LDT2	4.5710e-003	3.1320e-003
tblVehicleEF	LDT2	5.9350e-003	0.06
tblVehicleEF	LDT2	0.63	0.76
tblVehicleEF	LDT2	1.30	2.57
tblVehicleEF	LDT2	321.50	310.81
tblVehicleEF	LDT2	76.02	67.23
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.10	0.25
tblVehicleEF	LDT2	1.6020e-003	1.3480e-003
tblVehicleEF	LDT2	2.3660e-003	1.7950e-003
tblVehicleEF	LDT2	1.4730e-003	1.2410e-003
tblVehicleEF	LDT2	2.1760e-003	1.6510e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.01

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LDT2	0.07	0.46
tblVehicleEF	LDT2	0.08	0.28
tblVehicleEF	LDT2	3.2190e-003	3.0370e-003
tblVehicleEF	LDT2	7.8200e-004	6.5700e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.46
tblVehicleEF	LDT2	0.09	0.31
tblVehicleEF	LHD1	4.9950e-003	4.5410e-003
tblVehicleEF	LHD1	8.5970e-003	4.4200e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.81	0.60
tblVehicleEF	LHD1	2.14	0.89
tblVehicleEF	LHD1	9.25	9.36
tblVehicleEF	LHD1	596.36	619.96
tblVehicleEF	LHD1	29.33	9.99
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	1.91	1.39
tblVehicleEF	LHD1	0.93	0.28
tblVehicleEF	LHD1	9.6600e-004	1.0130e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	7.9000e-004	2.1100e-004
tblVehicleEF	LHD1	9.2400e-004	9.6900e-004

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LHD1	2.5590e-003	2.5170e-003
tblVehicleEF	LHD1	0.01	9.8330e-003
tblVehicleEF	LHD1	7.2700e-004	1.9400e-004
tblVehicleEF	LHD1	3.6750e-003	2.3920e-003
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.8430e-003	1.2620e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.31	0.44
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.8420e-003	6.0260e-003
tblVehicleEF	LHD1	3.3400e-004	9.9000e-005
tblVehicleEF	LHD1	3.6750e-003	2.3920e-003
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.8430e-003	1.2620e-003
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.44
tblVehicleEF	LHD1	0.25	0.07
tblVehicleEF	LHD1	4.9950e-003	4.5540e-003
tblVehicleEF	LHD1	8.7610e-003	4.4900e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.82	0.61
tblVehicleEF	LHD1	2.04	0.84
tblVehicleEF	LHD1	9.25	9.36

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LHD1	596.36	619.98
tblVehicleEF	LHD1	29.33	9.91
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	1.80	1.31
tblVehicleEF	LHD1	0.90	0.27
tblVehicleEF	LHD1	9.6600e-004	1.0130e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	7.9000e-004	2.1100e-004
tblVehicleEF	LHD1	9.2400e-004	9.6900e-004
tblVehicleEF	LHD1	2.5590e-003	2.5170e-003
tblVehicleEF	LHD1	0.01	9.8330e-003
tblVehicleEF	LHD1	7.2700e-004	1.9400e-004
tblVehicleEF	LHD1	6.8550e-003	4.2440e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	3.4810e-003	2.4050e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.32	0.44
tblVehicleEF	LHD1	0.22	0.06
tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.8420e-003	6.0260e-003
tblVehicleEF	LHD1	3.3200e-004	9.8000e-005
tblVehicleEF	LHD1	6.8550e-003	4.2440e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	3.4810e-003	2.4050e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.32	0.44
tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	4.9950e-003	4.5430e-003
tblVehicleEF	LHD1	8.5850e-003	4.4280e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.81	0.60
tblVehicleEF	LHD1	2.14	0.88
tblVehicleEF	LHD1	9.25	9.36
tblVehicleEF	LHD1	596.36	619.96
tblVehicleEF	LHD1	29.33	9.98
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	1.89	1.37
tblVehicleEF	LHD1	0.92	0.28
tblVehicleEF	LHD1	9.6600e-004	1.0130e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	7.9000e-004	2.1100e-004
tblVehicleEF	LHD1	9.2400e-004	9.6900e-004
tblVehicleEF	LHD1	2.5590e-003	2.5170e-003
tblVehicleEF	LHD1	0.01	9.8330e-003
tblVehicleEF	LHD1	7.2700e-004	1.9400e-004
tblVehicleEF	LHD1	3.2380e-003	2.4970e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.6810e-003	1.3210e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.33	0.47
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.8420e-003	6.0260e-003
tblVehicleEF	LHD1	3.3400e-004	9.9000e-005
tblVehicleEF	LHD1	3.2380e-003	2.4970e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.6810e-003	1.3210e-003
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.33	0.47
tblVehicleEF	LHD1	0.25	0.07
tblVehicleEF	LHD2	3.3070e-003	2.7700e-003
tblVehicleEF	LHD2	3.5370e-003	3.2640e-003
tblVehicleEF	LHD2	6.6670e-003	7.1780e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.40	0.44
tblVehicleEF	LHD2	1.03	0.48
tblVehicleEF	LHD2	14.34	14.92
tblVehicleEF	LHD2	592.89	614.92
tblVehicleEF	LHD2	22.93	6.42
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.29	1.52
tblVehicleEF	LHD2	0.46	0.16
tblVehicleEF	LHD2	1.2850e-003	1.5130e-003
tblVehicleEF	LHD2	0.01	0.01

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5700e-004	9.8000e-005
tblVehicleEF	LHD2	1.2290e-003	1.4470e-003
tblVehicleEF	LHD2	2.7020e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.2800e-004	9.1000e-005
tblVehicleEF	LHD2	1.3090e-003	1.1190e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	7.0300e-004	6.1300e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.19
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.4000e-004	1.4200e-004
tblVehicleEF	LHD2	5.7620e-003	5.9160e-003
tblVehicleEF	LHD2	2.4800e-004	6.4000e-005
tblVehicleEF	LHD2	1.3090e-003	1.1190e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.0300e-004	6.1300e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.07	0.19
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	3.3070e-003	2.7770e-003
tblVehicleEF	LHD2	3.5730e-003	3.2860e-003
tblVehicleEF	LHD2	6.4430e-003	6.9030e-003
tblVehicleEF	LHD2	0.12	0.13

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LHD2	0.40	0.45
tblVehicleEF	LHD2	0.98	0.45
tblVehicleEF	LHD2	14.34	14.92
tblVehicleEF	LHD2	592.89	614.93
tblVehicleEF	LHD2	22.93	6.38
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.22	1.43
tblVehicleEF	LHD2	0.45	0.15
tblVehicleEF	LHD2	1.2850e-003	1.5130e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5700e-004	9.8000e-005
tblVehicleEF	LHD2	1.2290e-003	1.4470e-003
tblVehicleEF	LHD2	2.7020e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.2800e-004	9.1000e-005
tblVehicleEF	LHD2	2.4680e-003	1.9920e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	1.3130e-003	1.1680e-003
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.20
tblVehicleEF	LHD2	0.09	0.03
tblVehicleEF	LHD2	1.4000e-004	1.4200e-004
tblVehicleEF	LHD2	5.7620e-003	5.9160e-003
tblVehicleEF	LHD2	2.4700e-004	6.3000e-005
tblVehicleEF	LHD2	2.4680e-003	1.9920e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.3130e-003	1.1680e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.07	0.20
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	3.3070e-003	2.7710e-003
tblVehicleEF	LHD2	3.5300e-003	3.2670e-003
tblVehicleEF	LHD2	6.7050e-003	7.1290e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.40	0.44
tblVehicleEF	LHD2	1.03	0.47
tblVehicleEF	LHD2	14.34	14.92
tblVehicleEF	LHD2	592.89	614.92
tblVehicleEF	LHD2	22.93	6.42
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.28	1.49
tblVehicleEF	LHD2	0.46	0.16
tblVehicleEF	LHD2	1.2850e-003	1.5130e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5700e-004	9.8000e-005
tblVehicleEF	LHD2	1.2290e-003	1.4470e-003
tblVehicleEF	LHD2	2.7020e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.2800e-004	9.1000e-005
tblVehicleEF	LHD2	1.0230e-003	1.1350e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	5.9800e-004	6.3500e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.21
tblVehicleEF	LHD2	0.09	0.03
tblVehicleEF	LHD2	1.4000e-004	1.4200e-004
tblVehicleEF	LHD2	5.7620e-003	5.9160e-003
tblVehicleEF	LHD2	2.4800e-004	6.3000e-005
tblVehicleEF	LHD2	1.0230e-003	1.1350e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.9800e-004	6.3500e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.08	0.21
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	MCY	0.43	0.31
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	18.81	18.85
tblVehicleEF	MCY	9.70	8.64
tblVehicleEF	MCY	166.71	207.60
tblVehicleEF	MCY	45.36	60.36
tblVehicleEF	MCY	1.12	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8630e-003	1.7970e-003
tblVehicleEF	MCY	3.2830e-003	2.7750e-003
tblVehicleEF	MCY	1.7410e-003	1.6800e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	MCY	3.0870e-003	2.6090e-003
tblVehicleEF	MCY	1.69	1.43
tblVehicleEF	MCY	0.83	0.79
tblVehicleEF	MCY	0.92	0.76
tblVehicleEF	MCY	2.11	2.11
tblVehicleEF	MCY	0.55	1.77
tblVehicleEF	MCY	2.05	1.83
tblVehicleEF	MCY	2.0360e-003	2.0540e-003
tblVehicleEF	MCY	6.7200e-004	5.9700e-004
tblVehicleEF	MCY	1.69	1.43
tblVehicleEF	MCY	0.83	0.79
tblVehicleEF	MCY	0.92	0.76
tblVehicleEF	MCY	2.61	2.61
tblVehicleEF	MCY	0.55	1.77
tblVehicleEF	MCY	2.23	2.00
tblVehicleEF	MCY	0.42	0.31
tblVehicleEF	MCY	0.13	0.21
tblVehicleEF	MCY	19.51	18.83
tblVehicleEF	MCY	9.10	7.90
tblVehicleEF	MCY	166.71	207.41
tblVehicleEF	MCY	45.36	58.44
tblVehicleEF	MCY	0.97	0.97
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.8630e-003	1.7970e-003
tblVehicleEF	MCY	3.2830e-003	2.7750e-003
tblVehicleEF	MCY	1.7410e-003	1.6800e-003
tblVehicleEF	MCY	3.0870e-003	2.6090e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	MCY	3.35	2.75
tblVehicleEF	MCY	1.23	1.09
tblVehicleEF	MCY	2.09	1.72
tblVehicleEF	MCY	2.09	2.07
tblVehicleEF	MCY	0.55	1.74
tblVehicleEF	MCY	1.84	1.61
tblVehicleEF	MCY	2.0460e-003	2.0530e-003
tblVehicleEF	MCY	6.5600e-004	5.7800e-004
tblVehicleEF	MCY	3.35	2.75
tblVehicleEF	MCY	1.23	1.09
tblVehicleEF	MCY	2.09	1.72
tblVehicleEF	MCY	2.59	2.56
tblVehicleEF	MCY	0.55	1.74
tblVehicleEF	MCY	2.00	1.75
tblVehicleEF	MCY	0.42	0.31
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	18.37	18.30
tblVehicleEF	MCY	9.67	8.43
tblVehicleEF	MCY	166.71	206.64
tblVehicleEF	MCY	45.36	59.88
tblVehicleEF	MCY	1.12	1.09
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8630e-003	1.7970e-003
tblVehicleEF	MCY	3.2830e-003	2.7750e-003
tblVehicleEF	MCY	1.7410e-003	1.6800e-003
tblVehicleEF	MCY	3.0870e-003	2.6090e-003
tblVehicleEF	MCY	1.59	1.64

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	MCY	1.02	1.05
tblVehicleEF	MCY	0.73	0.76
tblVehicleEF	MCY	2.11	2.09
tblVehicleEF	MCY	0.63	2.02
tblVehicleEF	MCY	2.06	1.79
tblVehicleEF	MCY	2.0290e-003	2.0450e-003
tblVehicleEF	MCY	6.7200e-004	5.9300e-004
tblVehicleEF	MCY	1.59	1.64
tblVehicleEF	MCY	1.02	1.05
tblVehicleEF	MCY	0.73	0.76
tblVehicleEF	MCY	2.61	2.59
tblVehicleEF	MCY	0.63	2.02
tblVehicleEF	MCY	2.24	1.95
tblVehicleEF	MDV	9.8990e-003	4.1640e-003
tblVehicleEF	MDV	0.01	0.08
tblVehicleEF	MDV	1.15	0.92
tblVehicleEF	MDV	2.62	2.99
tblVehicleEF	MDV	458.82	396.16
tblVehicleEF	MDV	104.21	84.06
tblVehicleEF	MDV	0.13	0.09
tblVehicleEF	MDV	0.25	0.33
tblVehicleEF	MDV	1.6580e-003	1.4100e-003
tblVehicleEF	MDV	2.3780e-003	1.8510e-003
tblVehicleEF	MDV	1.5280e-003	1.3010e-003
tblVehicleEF	MDV	2.1870e-003	1.7020e-003
tblVehicleEF	MDV	0.11	0.10
tblVehicleEF	MDV	0.19	0.15

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.11	0.46
tblVehicleEF	MDV	0.20	0.38
tblVehicleEF	MDV	4.5960e-003	3.8690e-003
tblVehicleEF	MDV	1.0880e-003	8.2200e-004
tblVehicleEF	MDV	0.11	0.10
tblVehicleEF	MDV	0.19	0.15
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.11	0.46
tblVehicleEF	MDV	0.22	0.41
tblVehicleEF	MDV	0.01	4.6800e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.41	1.09
tblVehicleEF	MDV	2.31	2.49
tblVehicleEF	MDV	498.05	417.66
tblVehicleEF	MDV	104.21	83.09
tblVehicleEF	MDV	0.13	0.08
tblVehicleEF	MDV	0.24	0.31
tblVehicleEF	MDV	1.6580e-003	1.4100e-003
tblVehicleEF	MDV	2.3780e-003	1.8510e-003
tblVehicleEF	MDV	1.5280e-003	1.3010e-003
tblVehicleEF	MDV	2.1870e-003	1.7020e-003
tblVehicleEF	MDV	0.21	0.19
tblVehicleEF	MDV	0.22	0.17
tblVehicleEF	MDV	0.16	0.17

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.45
tblVehicleEF	MDV	0.17	0.32
tblVehicleEF	MDV	4.9910e-003	4.0790e-003
tblVehicleEF	MDV	1.0820e-003	8.1200e-004
tblVehicleEF	MDV	0.21	0.19
tblVehicleEF	MDV	0.22	0.17
tblVehicleEF	MDV	0.16	0.17
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.45
tblVehicleEF	MDV	0.19	0.35
tblVehicleEF	MDV	9.5100e-003	4.0920e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.08	0.88
tblVehicleEF	MDV	2.68	2.97
tblVehicleEF	MDV	447.05	392.53
tblVehicleEF	MDV	104.21	84.03
tblVehicleEF	MDV	0.13	0.08
tblVehicleEF	MDV	0.25	0.33
tblVehicleEF	MDV	1.6580e-003	1.4100e-003
tblVehicleEF	MDV	2.3780e-003	1.8510e-003
tblVehicleEF	MDV	1.5280e-003	1.3010e-003
tblVehicleEF	MDV	2.1870e-003	1.7020e-003
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.20	0.16
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.02	0.02

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	MDV	0.13	0.52
tblVehicleEF	MDV	0.20	0.38
tblVehicleEF	MDV	4.4770e-003	3.8330e-003
tblVehicleEF	MDV	1.0890e-003	8.2100e-004
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.20	0.16
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.13	0.52
tblVehicleEF	MDV	0.22	0.41
tblVehicleEF	MH	0.02	3.2740e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.00	0.33
tblVehicleEF	MH	5.24	0.00
tblVehicleEF	MH	995.46	929.33
tblVehicleEF	MH	57.13	0.00
tblVehicleEF	MH	1.48	4.27
tblVehicleEF	MH	0.79	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	9.7800e-004	0.00
tblVehicleEF	MH	3.2460e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	8.9900e-004	0.00
tblVehicleEF	MH	1.38	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.49	0.00

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	MH	0.07	0.07	0.07
tblVehicleEF	MH	0.02	0.02	0.00
tblVehicleEF	MH	0.31	0.31	0.00
tblVehicleEF	MH	9.8680e-003	9.8680e-003	8.7850e-003
tblVehicleEF	MH	6.6300e-004	6.6300e-004	0.00
tblVehicleEF	MH	1.38	1.38	0.00
tblVehicleEF	MH	0.08	0.08	0.00
tblVehicleEF	MH	0.49	0.49	0.00
tblVehicleEF	MH	0.10	0.10	0.08
tblVehicleEF	MH	0.02	0.02	0.00
tblVehicleEF	MH	0.34	0.34	0.00
tblVehicleEF	MH	0.02	0.02	3.2740e-003
tblVehicleEF	MH	0.02	0.02	0.00
tblVehicleEF	MH	2.05	2.05	0.33
tblVehicleEF	MH	4.88	4.88	0.00
tblVehicleEF	MH	995.46	995.46	929.33
tblVehicleEF	MH	57.13	57.13	0.00
tblVehicleEF	MH	1.37	1.37	4.03
tblVehicleEF	MH	0.76	0.76	0.00
tblVehicleEF	MH	0.01	0.01	0.02
tblVehicleEF	MH	0.04	0.04	0.14
tblVehicleEF	MH	9.7800e-004	9.7800e-004	0.00
tblVehicleEF	MH	3.2460e-003	3.2460e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.04	0.13
tblVehicleEF	MH	8.9900e-004	8.9900e-004	0.00
tblVehicleEF	MH	2.52	2.52	0.00
tblVehicleEF	MH	0.09	0.09	0.00

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	MH	0.94	0.00
tblVehicleEF	MH	0.08	0.07
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.30	0.00
tblVehicleEF	MH	9.8690e-003	8.7850e-003
tblVehicleEF	MH	6.5700e-004	0.00
tblVehicleEF	MH	2.52	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	0.94	0.00
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.32	0.00
tblVehicleEF	MH	0.02	3.2740e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	1.99	0.33
tblVehicleEF	MH	5.28	0.00
tblVehicleEF	MH	995.46	929.33
tblVehicleEF	MH	57.13	0.00
tblVehicleEF	MH	1.46	4.20
tblVehicleEF	MH	0.79	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	9.7800e-004	0.00
tblVehicleEF	MH	3.2460e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	8.9900e-004	0.00
tblVehicleEF	MH	1.38	0.00

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	0.47	0.00
tblVehicleEF	MH	0.07	0.07
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.31	0.00
tblVehicleEF	MH	9.8680e-003	8.7850e-003
tblVehicleEF	MH	6.6300e-004	0.00
tblVehicleEF	MH	1.38	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	0.47	0.00
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	0.03	0.00
tblVehicleEF	MH	0.34	0.00
tblVehicleEF	MHD	0.02	2.7550e-003
tblVehicleEF	MHD	2.5650e-003	8.7300e-004
tblVehicleEF	MHD	0.05	7.0300e-003
tblVehicleEF	MHD	0.32	0.33
tblVehicleEF	MHD	0.21	0.12
tblVehicleEF	MHD	5.07	0.81
tblVehicleEF	MHD	148.43	67.29
tblVehicleEF	MHD	1,056.49	911.02
tblVehicleEF	MHD	54.56	7.21
tblVehicleEF	MHD	0.41	0.40
tblVehicleEF	MHD	0.47	0.91
tblVehicleEF	MHD	11.43	1.80
tblVehicleEF	MHD	1.3500e-004	4.3400e-004
tblVehicleEF	MHD	2.6660e-003	9.4670e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	MHD	7.3000e-004	8.3000e-005
tblVehicleEF	MHD	1.2900e-004	4.1500e-004
tblVehicleEF	MHD	2.5470e-003	9.0550e-003
tblVehicleEF	MHD	6.7100e-004	7.6000e-005
tblVehicleEF	MHD	1.5020e-003	4.1800e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	7.6500e-004	2.2800e-004
tblVehicleEF	MHD	0.02	9.5450e-003
tblVehicleEF	MHD	0.02	0.07
tblVehicleEF	MHD	0.31	0.04
tblVehicleEF	MHD	1.4270e-003	6.3800e-004
tblVehicleEF	MHD	0.01	8.6560e-003
tblVehicleEF	MHD	6.3400e-004	7.1000e-005
tblVehicleEF	MHD	1.5020e-003	4.1800e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	7.6500e-004	2.2800e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.02	0.07
tblVehicleEF	MHD	0.34	0.04
tblVehicleEF	MHD	0.02	2.6270e-003
tblVehicleEF	MHD	2.5980e-003	8.8800e-004
tblVehicleEF	MHD	0.05	6.7570e-003
tblVehicleEF	MHD	0.23	0.29
tblVehicleEF	MHD	0.21	0.12
tblVehicleEF	MHD	4.84	0.76

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	MHD	157.22	67.24
tblVehicleEF	MHD	1,056.49	911.02
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tblVehicleEF	MHD	0.42	0.39
tblVehicleEF	MHD	0.44	0.86
tblVehicleEF	MHD	11.41	1.80
tblVehicleEF	MHD	1.1400e-004	3.6900e-004
tblVehicleEF	MHD	2.6660e-003	9.4670e-003
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tblVehicleEF	MHD	2.8970e-003	7.5100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	1.4710e-003	4.4600e-004
tblVehicleEF	MHD	0.02	9.6090e-003
tblVehicleEF	MHD	0.02	0.07
tblVehicleEF	MHD	0.30	0.04
tblVehicleEF	MHD	1.5100e-003	6.3800e-004
tblVehicleEF	MHD	0.01	8.6560e-003
tblVehicleEF	MHD	6.3000e-004	7.1000e-005
tblVehicleEF	MHD	2.8970e-003	7.5100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	1.4710e-003	4.4600e-004
tblVehicleEF	MHD	0.03	0.01

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	MHD	0.02	0.07
tblVehicleEF	MHD	0.33	0.04
tblVehicleEF	MHD	0.02	2.9460e-003
tblVehicleEF	MHD	2.5410e-003	8.7400e-004
tblVehicleEF	MHD	0.05	6.9640e-003
tblVehicleEF	MHD	0.44	0.39
tblVehicleEF	MHD	0.21	0.12
tblVehicleEF	MHD	5.15	0.80
tblVehicleEF	MHD	136.28	67.35
tblVehicleEF	MHD	1,056.49	911.02
tblVehicleEF	MHD	54.56	7.20
tblVehicleEF	MHD	0.39	0.41
tblVehicleEF	MHD	0.46	0.89
tblVehicleEF	MHD	11.44	1.80
tblVehicleEF	MHD	1.6400e-004	5.2400e-004
tblVehicleEF	MHD	2.6660e-003	9.4670e-003
tblVehicleEF	MHD	7.3000e-004	8.3000e-005
tblVehicleEF	MHD	1.5700e-004	5.0100e-004
tblVehicleEF	MHD	2.5470e-003	9.0550e-003
tblVehicleEF	MHD	6.7100e-004	7.6000e-005
tblVehicleEF	MHD	1.0970e-003	4.3600e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.9600e-004	2.3900e-004
tblVehicleEF	MHD	0.02	9.5510e-003
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.31	0.04

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	MHD	1.3130e-003	6.3800e-004
tblVehicleEF	MHD	0.01	8.6560e-003
tblVehicleEF	MHD	6.3600e-004	7.1000e-005
tblVehicleEF	MHD	1.0970e-003	4.3600e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	5.9600e-004	2.3900e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.34	0.04
tblVehicleEF	OBUS	0.01	8.5220e-003
tblVehicleEF	OBUS	5.6790e-003	5.4050e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.25	0.49
tblVehicleEF	OBUS	0.39	0.70
tblVehicleEF	OBUS	5.52	2.68
tblVehicleEF	OBUS	68.59	64.37
tblVehicleEF	OBUS	1,085.33	1,335.49
tblVehicleEF	OBUS	69.49	21.28
tblVehicleEF	OBUS	0.13	0.23
tblVehicleEF	OBUS	0.35	0.91
tblVehicleEF	OBUS	2.07	0.69
tblVehicleEF	OBUS	1.2000e-005	7.5000e-005
tblVehicleEF	OBUS	1.9500e-003	8.4680e-003
tblVehicleEF	OBUS	8.7100e-004	2.1800e-004
tblVehicleEF	OBUS	1.1000e-005	7.2000e-005
tblVehicleEF	OBUS	1.8490e-003	8.0880e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	OBUS	8.0000e-004	2.0100e-004
tblVehicleEF	OBUS	2.0910e-003	2.6670e-003
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tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	9.0600e-004	1.1770e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.34	0.13
tblVehicleEF	OBUS	6.6700e-004	6.1500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9200e-004	2.1100e-004
tblVehicleEF	OBUS	2.0910e-003	2.6670e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	9.0600e-004	1.1770e-003
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.38	0.14
tblVehicleEF	OBUS	0.01	8.5920e-003
tblVehicleEF	OBUS	5.7930e-003	5.5390e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.24	0.48
tblVehicleEF	OBUS	0.40	0.72
tblVehicleEF	OBUS	5.16	2.49
tblVehicleEF	OBUS	71.65	63.70
tblVehicleEF	OBUS	1,085.33	1,335.52
tblVehicleEF	OBUS	69.49	20.96

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	OBUS	0.14	0.21
tblVehicleEF	OBUS	0.33	0.84
tblVehicleEF	OBUS	2.03	0.67
tblVehicleEF	OBUS	1.0000e-005	6.7000e-005
tblVehicleEF	OBUS	1.9500e-003	8.4680e-003
tblVehicleEF	OBUS	8.7100e-004	2.1800e-004
tblVehicleEF	OBUS	1.0000e-005	6.4000e-005
tblVehicleEF	OBUS	1.8490e-003	8.0880e-003
tblVehicleEF	OBUS	8.0000e-004	2.0100e-004
tblVehicleEF	OBUS	3.8840e-003	4.6970e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	1.7290e-003	2.2650e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.33	0.12
tblVehicleEF	OBUS	6.9600e-004	6.0900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.8600e-004	2.0700e-004
tblVehicleEF	OBUS	3.8840e-003	4.6970e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	1.7290e-003	2.2650e-003
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.36	0.13
tblVehicleEF	OBUS	0.01	8.4630e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	OBUS	5.6610e-003	5.4160e-003
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tblVehicleEF	OBUS	0.39	0.70
tblVehicleEF	OBUS	5.57	2.67
tblVehicleEF	OBUS	64.36	65.29
tblVehicleEF	OBUS	1,085.33	1,335.50
tblVehicleEF	OBUS	69.49	21.26
tblVehicleEF	OBUS	0.13	0.24
tblVehicleEF	OBUS	0.35	0.89
tblVehicleEF	OBUS	2.06	0.68
tblVehicleEF	OBUS	1.5000e-005	8.7000e-005
tblVehicleEF	OBUS	1.9500e-003	8.4680e-003
tblVehicleEF	OBUS	8.7100e-004	2.1800e-004
tblVehicleEF	OBUS	1.4000e-005	8.3000e-005
tblVehicleEF	OBUS	1.8490e-003	8.0880e-003
tblVehicleEF	OBUS	8.0000e-004	2.0100e-004
tblVehicleEF	OBUS	1.7990e-003	2.7830e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	8.3400e-004	1.2510e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.31
tblVehicleEF	OBUS	0.35	0.13
tblVehicleEF	OBUS	6.2600e-004	6.2400e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9300e-004	2.1000e-004

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	OBUS	1.7990e-003	2.7830e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	8.3400e-004	1.2510e-003
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.05	0.31
tblVehicleEF	OBUS	0.38	0.14
tblVehicleEF	SBUS	0.82	0.09
tblVehicleEF	SBUS	9.5650e-003	6.6030e-003
tblVehicleEF	SBUS	0.06	8.0990e-003
tblVehicleEF	SBUS	7.84	3.43
tblVehicleEF	SBUS	0.57	0.55
tblVehicleEF	SBUS	6.44	1.08
tblVehicleEF	SBUS	1,128.57	369.74
tblVehicleEF	SBUS	1,093.03	1,096.55
tblVehicleEF	SBUS	55.12	6.92
tblVehicleEF	SBUS	8.81	3.32
tblVehicleEF	SBUS	3.97	4.42
tblVehicleEF	SBUS	12.20	0.78
tblVehicleEF	SBUS	8.4250e-003	3.3040e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	5.0000e-004	4.8000e-005
tblVehicleEF	SBUS	8.0610e-003	3.1610e-003
tblVehicleEF	SBUS	2.6870e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	4.6000e-004	4.4000e-005

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	SBUS	5.0680e-003	1.5760e-003
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tblVehicleEF	SBUS	2.4310e-003	7.9200e-004
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.36	0.05
tblVehicleEF	SBUS	0.01	3.5360e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.6300e-004	6.9000e-005
tblVehicleEF	SBUS	5.0680e-003	1.5760e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.34	0.59
tblVehicleEF	SBUS	2.4310e-003	7.9200e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.39	0.05
tblVehicleEF	SBUS	0.82	0.09
tblVehicleEF	SBUS	9.7050e-003	6.6870e-003
tblVehicleEF	SBUS	0.05	6.7520e-003
tblVehicleEF	SBUS	7.74	3.39
tblVehicleEF	SBUS	0.58	0.56
tblVehicleEF	SBUS	4.67	0.77
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tblVehicleEF	SBUS	1,093.03	1,096.56
tblVehicleEF	SBUS	55.12	6.42
tblVehicleEF	SBUS	9.10	3.40

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	SBUS	3.73	4.16
tblVehicleEF	SBUS	12.17	0.77
tblVehicleEF	SBUS	7.1020e-003	2.7930e-003
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tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	5.0000e-004	4.8000e-005
tblVehicleEF	SBUS	6.7950e-003	2.6720e-003
tblVehicleEF	SBUS	2.6870e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	4.6000e-004	4.4000e-005
tblVehicleEF	SBUS	9.1290e-003	2.7600e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	0.92	0.41
tblVehicleEF	SBUS	4.4980e-003	1.4670e-003
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.30	0.04
tblVehicleEF	SBUS	0.01	3.6240e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.3300e-004	6.3000e-005
tblVehicleEF	SBUS	9.1290e-003	2.7600e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.34	0.59
tblVehicleEF	SBUS	4.4980e-003	1.4670e-003
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.33	0.04

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	SBUS	0.82	0.09
tblVehicleEF	SBUS	9.5210e-003	6.6020e-003
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tblVehicleEF	SBUS	0.57	0.55
tblVehicleEF	SBUS	6.79	1.10
tblVehicleEF	SBUS	1,058.28	356.98
tblVehicleEF	SBUS	1,093.03	1,096.55
tblVehicleEF	SBUS	55.12	6.96
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tblVehicleEF	SBUS	3.93	4.35
tblVehicleEF	SBUS	12.21	0.78
tblVehicleEF	SBUS	0.01	4.0110e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	5.0000e-004	4.8000e-005
tblVehicleEF	SBUS	9.8080e-003	3.8370e-003
tblVehicleEF	SBUS	2.6870e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	4.6000e-004	4.4000e-005
tblVehicleEF	SBUS	4.3640e-003	1.4840e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	0.93	0.41
tblVehicleEF	SBUS	2.3310e-003	8.1800e-004
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.02	0.08
tblVehicleEF	SBUS	0.37	0.05

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	SBUS	0.01	3.4160e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.6900e-004	6.9000e-005
tblVehicleEF	SBUS	4.3640e-003	1.4840e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.34	0.59
tblVehicleEF	SBUS	2.3310e-003	8.1800e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.08
tblVehicleEF	SBUS	0.40	0.05
tblVehicleEF	UBUS	1.36	3.04
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	7.52	23.60
tblVehicleEF	UBUS	13.83	1.86
tblVehicleEF	UBUS	1,788.21	1,635.62
tblVehicleEF	UBUS	153.17	22.96
tblVehicleEF	UBUS	3.79	0.30
tblVehicleEF	UBUS	12.24	0.22
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.1820e-003
tblVehicleEF	UBUS	1.4880e-003	2.2400e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.04	2.0670e-003
tblVehicleEF	UBUS	1.3680e-003	2.0600e-004
tblVehicleEF	UBUS	9.0420e-003	2.8050e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	4.5390e-003	1.1470e-003
tblVehicleEF	UBUS	0.42	0.05
tblVehicleEF	UBUS	0.02	0.08
tblVehicleEF	UBUS	1.09	0.10
tblVehicleEF	UBUS	9.5090e-003	6.3200e-003
tblVehicleEF	UBUS	1.7820e-003	2.2700e-004
tblVehicleEF	UBUS	9.0420e-003	2.8050e-003
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	4.5390e-003	1.1470e-003
tblVehicleEF	UBUS	1.82	3.11
tblVehicleEF	UBUS	0.02	0.08
tblVehicleEF	UBUS	1.19	0.10
tblVehicleEF	UBUS	1.36	3.04
tblVehicleEF	UBUS	0.07	0.02
tblVehicleEF	UBUS	7.58	23.60
tblVehicleEF	UBUS	11.85	1.58
tblVehicleEF	UBUS	1,788.21	1,635.63
tblVehicleEF	UBUS	153.17	22.49
tblVehicleEF	UBUS	3.53	0.30
tblVehicleEF	UBUS	12.16	0.21
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.1820e-003
tblVehicleEF	UBUS	1.4880e-003	2.2400e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	UBUS	0.04	2.0670e-003
tblVehicleEF	UBUS	1.3680e-003	2.0600e-004
tblVehicleEF	UBUS	0.02	4.9810e-003
tblVehicleEF	UBUS	0.13	0.02
tblVehicleEF	UBUS	9.0520e-003	2.2660e-003
tblVehicleEF	UBUS	0.43	0.05
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	0.99	0.09
tblVehicleEF	UBUS	9.5110e-003	6.3200e-003
tblVehicleEF	UBUS	1.7480e-003	2.2300e-004
tblVehicleEF	UBUS	0.02	4.9810e-003
tblVehicleEF	UBUS	0.13	0.02
tblVehicleEF	UBUS	9.0520e-003	2.2660e-003
tblVehicleEF	UBUS	1.83	3.11
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	1.09	0.09
tblVehicleEF	UBUS	1.36	3.04
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	7.51	23.60
tblVehicleEF	UBUS	14.02	1.85
tblVehicleEF	UBUS	1,788.21	1,635.62
tblVehicleEF	UBUS	153.17	22.93
tblVehicleEF	UBUS	3.75	0.30
tblVehicleEF	UBUS	12.25	0.22
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.1820e-003

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleEF	UBUS	1.4880e-003	2.2400e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.04	2.0670e-003
tblVehicleEF	UBUS	1.3680e-003	2.0600e-004
tblVehicleEF	UBUS	8.1990e-003	2.8430e-003
tblVehicleEF	UBUS	0.12	0.02
tblVehicleEF	UBUS	4.1400e-003	1.2010e-003
tblVehicleEF	UBUS	0.42	0.05
tblVehicleEF	UBUS	0.03	0.09
tblVehicleEF	UBUS	1.10	0.09
tblVehicleEF	UBUS	9.5090e-003	6.3200e-003
tblVehicleEF	UBUS	1.7850e-003	2.2700e-004
tblVehicleEF	UBUS	8.1990e-003	2.8430e-003
tblVehicleEF	UBUS	0.12	0.02
tblVehicleEF	UBUS	4.1400e-003	1.2010e-003
tblVehicleEF	UBUS	1.82	3.11
tblVehicleEF	UBUS	0.03	0.09
tblVehicleEF	UBUS	1.20	0.10
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TL	8.70	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TL	5.90	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	0.00
tblVehicleTrips	HW_TL	14.70	0.00
tblVehicleTrips	HW_TTP	40.20	0.00
tblVehicleTrips	HW_TTP	40.20	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	0.00
tblVehicleTrips	PR_TP	86.00	0.00
tblVehicleTrips	ST_TR	2.20	0.00
tblVehicleTrips	ST_TR	2.03	0.00
tblVehicleTrips	SU_TR	2.44	0.00
tblVehicleTrips	SU_TR	1.95	0.00
tblVehicleTrips	WD_TR	2.74	0.00
tblVehicleTrips	WD_TR	2.40	0.00
tblWater	IndoorWaterUseRate	9,382,179.69	0.00
tblWater	IndoorWaterUseRate	4,951,705.95	0.00
tblWater	OutdoorWaterUseRate	5,914,852.41	0.00
tblWater	OutdoorWaterUseRate	3,121,727.66	0.00
tblWoodstoves	NumberCatalytic	7.20	0.00

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

tbWoodstoves	NumberCatalytic	3.80	0.00
tbWoodstoves	NumberNoncatalytic	7.20	0.00
tbWoodstoves	NumberNoncatalytic	3.80	0.00
tbWoodstoves	WoodstoveDayYear	25.00	0.00
tbWoodstoves	WoodstoveDayYear	25.00	0.00
tbWoodstoves	WoodstoveWoodMass	999.60	0.00
tbWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2023	3-31-2023	1.3672	1.3672
2	4-1-2023	6-30-2023	0.7304	0.7304
3	7-1-2023	9-30-2023	0.7384	0.7384
		Highest	1.3672	1.3672

2.2 Overall Operational
Unmitigated Operational

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Area	1.0312	0.0262	2.2734	1.2000e-004	0.0126	0.0126	0.0126	0.0126	0.0126	0.0126	0.0000	3.7140	3.7140	3.5800e-003	0.0000	0.0000	3.8036
Energy	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.0312	0.0262	2.2734	1.2000e-004	0.0000	0.0126	0.0126	0.0000	0.0126	0.0126	0.0000	3.7140	3.7140	3.5800e-003	0.0000	0.0000	3.8036

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

2.2 Overall Operational

Mitigated Operational

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	1.0312	0.0262	2.2734	1.2000e-004		0.0126	0.0126		0.0126	0.0126	0.0000	3.7140	3.7140	3.5800e-003	0.0000	3.8036
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.0312	0.0262	2.2734	1.2000e-004	0.0000	0.0126	0.0126	0.0000	0.0126	0.0126	0.0000	3.7140	3.7140	3.5800e-003	0.0000	3.8036

Percent Reduction	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.00

3.0 Construction Detail

Construction Phase

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2023	1/13/2023	5	10	
2	Grading	Grading	1/14/2023	2/10/2023	5	20	
3	Building Construction	Building Construction	2/11/2023	12/29/2023	5	230	
4	Architectural Coating	Architectural Coating	11/5/2023	12/29/2023	5	40	
5	Paving	Paving	12/2/2023	12/29/2023	5	20	

Acres of Grading (Site Preparation Phase): 100

Acres of Grading (Grading Phase): 200

Acres of Paving: 4.46

Residential Indoor: 488,519; Residential Outdoor: 162,840; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 11,661 (Architectural Coating – sqft)

OffRoad Equipment

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Crawler Tractors	4	8.00	212	0.43
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Crawler Tractors	2	8.00	212	0.43
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	8.00	78	0.48

Trips and VMT

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	2.00	4,750.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	240.00	57.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	48.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.1434	0.0000	0.1434	0.0554	0.0000	0.0554	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0192	0.2094	0.0915	2.8000e-004	8.7900e-003	8.7900e-003	8.7900e-003	8.0900e-003	8.0900e-003	8.0900e-003	0.0000	25.0115	25.0115	8.0900e-003	0.0000	25.2137
Total	0.0192	0.2094	0.0915	2.8000e-004	0.1434	8.7900e-003	0.1522	0.0554	8.0900e-003	0.0635	0.0000	25.0115	25.0115	8.0900e-003	0.0000	25.2137

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

3.2 Site Preparation - 2023
Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-005	6.6000e-004	1.5000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2355	0.2355	1.0000e-005	0.0000	0.2358
Worker	3.4000e-004	2.1000e-004	2.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-005	2.7000e-004	0.0000	0.7415	0.7415	2.0000e-005	0.0000	0.7419
Total	3.6000e-004	8.7000e-004	2.5600e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.9770	0.9770	3.0000e-005	0.0000	0.9777

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.0559	0.0000	0.0559	0.0216	0.0000	0.0216	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0192	0.2094	0.0915	2.8000e-004	8.7900e-003	8.7900e-003	8.7900e-003	8.0900e-003	0.0000	8.0900e-003	0.0000	25.0115	25.0115	8.0900e-003	0.0000	25.2137
Total	0.0192	0.2094	0.0915	2.8000e-004	0.0559	8.7900e-003	0.0647	0.0216	8.0900e-003	0.0297	0.0000	25.0115	25.0115	8.0900e-003	0.0000	25.2137

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

3.2 Site Preparation - 2023

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-005	6.6000e-004	1.5000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	2.0000e-005	0.0000	0.2355	0.2355	1.0000e-005	0.0000	0.2358
Worker	3.4000e-004	2.1000e-004	2.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-005	2.7000e-004	0.0000	0.7415	0.7415	2.0000e-005	0.0000	0.7419
Total	3.6000e-004	8.7000e-004	2.5600e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0000e-005	2.9000e-004	0.0000	0.9770	0.9770	3.0000e-005	0.0000	0.9777

3.3 Grading - 2023

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.1687	0.0000	0.1687	0.0449	0.0000	0.0449	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0391	0.4169	0.2808	7.2000e-004	0.0167	0.0167	0.0167	0.0154	0.0000	0.0154	0.0000	62.8214	62.8214	0.0203	0.0000	63.3293
Total	0.0391	0.4169	0.2808	7.2000e-004	0.1687	0.0167	0.1854	0.0449	0.0154	0.0603	0.0000	62.8214	62.8214	0.0203	0.0000	63.3293

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

3.3 Grading - 2023

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	7.7200e-003	0.2994	0.0613	1.6900e-003	0.0409	5.7000e-004	0.0415	0.0112	5.4000e-004	0.0118	0.0000	162.8787	162.8787	8.0200e-003	0.0000	0.0000	163.0791
Vendor	3.0000e-005	1.3100e-003	2.9000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.4710	0.4710	3.0000e-005	0.0000	0.0000	0.4717
Worker	7.5000e-004	4.7000e-004	5.3500e-003	2.0000e-005	2.2000e-003	1.0000e-005	2.2100e-003	5.8000e-004	1.0000e-005	6.0000e-004	0.0000	1.6478	1.6478	3.0000e-005	0.0000	0.0000	1.6487
Total	8.5000e-003	0.3011	0.0669	1.7100e-003	0.0433	5.8000e-004	0.0438	0.0119	5.5000e-004	0.0124	0.0000	164.9975	164.9975	8.0800e-003	0.0000	0.0000	165.1994

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.0658	0.0000	0.0658	0.0175	0.0000	0.0175	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0391	0.4169	0.2808	7.2000e-004		0.0167	0.0167	0.0154	0.0154	0.0154	0.0000	62.8213	62.8213	0.0203	0.0000	63.3292
Total	0.0391	0.4169	0.2808	7.2000e-004	0.0658	0.0167	0.0825	0.0175	0.0154	0.0329	0.0000	62.8213	62.8213	0.0203	0.0000	63.3292

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

3.3 Grading - 2023

Mitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	7.7200e-003	0.2994	0.0613	1.6900e-003	0.0409	5.7000e-004	0.0415	0.0112	5.4000e-004	0.0118	0.0000	162.8787	162.8787	8.0200e-003	0.0000	163.0791
Vendor	3.0000e-005	1.3100e-003	2.9000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.4710	0.4710	3.0000e-005	0.0000	0.4717
Worker	7.5000e-004	4.7000e-004	5.3500e-003	2.0000e-005	2.2000e-003	1.0000e-005	2.2100e-003	5.8000e-004	1.0000e-005	6.0000e-004	0.0000	1.6478	1.6478	3.0000e-005	0.0000	1.6487
Total	8.5000e-003	0.3011	0.0669	1.7100e-003	0.0433	5.8000e-004	0.0438	0.0119	5.5000e-004	0.0124	0.0000	164.9975	164.9975	8.0800e-003	0.0000	165.1994

3.4 Building Construction - 2023

Unmitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1925	1.7753	1.9907	3.3200e-003		0.0860	0.0860	0.0808	0.0808	0.0808	0.0000	285.6613	285.6613	0.0696	0.0000	287.4010
Total	0.1925	1.7753	1.9907	3.3200e-003		0.0860	0.0860	0.0808	0.0808	0.0808	0.0000	285.6613	285.6613	0.0696	0.0000	287.4010

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0112	0.4306	0.0954	1.6100e-003	0.0414	4.4000e-004	0.0418	0.0119	4.2000e-004	0.0124	0.0000	154.3716	154.3716	8.8500e-003	0.0000	154.5927
Worker	0.1041	0.0647	0.7378	2.5100e-003	0.3034	1.7300e-003	0.3051	0.0806	1.5900e-003	0.0821	0.0000	227.3985	227.3985	4.6100e-003	0.0000	227.5138
Total	0.1153	0.4953	0.8332	4.1200e-003	0.3448	2.1700e-003	0.3469	0.0925	2.0100e-003	0.0945	0.0000	381.7700	381.7700	0.0135	0.0000	382.1065

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.1925	1.7753	1.9907	3.3200e-003		0.0860	0.0860		0.0808	0.0808	0.0000	285.6609	285.6609	0.0696	0.0000	287.4006
Total	0.1925	1.7753	1.9907	3.3200e-003		0.0860	0.0860		0.0808	0.0808	0.0000	285.6609	285.6609	0.0696	0.0000	287.4006

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

3.4 Building Construction - 2023

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0112	0.4306	0.0954	1.6100e-003	0.0414	4.4000e-004	0.0418	0.0119	4.2000e-004	0.0124	0.0000	154.3716	154.3716	8.8500e-003	0.0000	154.5927
Worker	0.1041	0.0647	0.7378	2.5100e-003	0.3034	1.7300e-003	0.3051	0.0806	1.5900e-003	0.0821	0.0000	227.3985	227.3985	4.6100e-003	0.0000	227.5138
Total	0.1153	0.4953	0.8332	4.1200e-003	0.3448	2.1700e-003	0.3469	0.0925	2.0100e-003	0.0945	0.0000	381.7700	381.7700	0.0135	0.0000	382.1065

3.5 Architectural Coating - 2023

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	0.7818					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1100e-003	0.0348	0.0483	8.0000e-005		1.8900e-003	1.8900e-003	1.8900e-003	1.8900e-003	1.8900e-003	0.0000	6.8087	6.8087	4.1000e-004	0.0000	6.8189
Total	0.7869	0.0348	0.0483	8.0000e-005		1.8900e-003	1.8900e-003	1.8900e-003	1.8900e-003	1.8900e-003	0.0000	6.8087	6.8087	4.1000e-004	0.0000	6.8189

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

3.5 Architectural Coating - 2023
Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6200e-003	2.2500e-003	0.0257	9.0000e-005	0.0106	6.0000e-005	0.0106	2.8000e-003	6.0000e-005	2.8600e-003	0.0000	7.9095	7.9095	1.6000e-004	0.0000	7.9135
Total	3.6200e-003	2.2500e-003	0.0257	9.0000e-005	0.0106	6.0000e-005	0.0106	2.8000e-003	6.0000e-005	2.8600e-003	0.0000	7.9095	7.9095	1.6000e-004	0.0000	7.9135

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	0.7818					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.1100e-003	0.0348	0.0483	8.0000e-005		1.8900e-003	1.8900e-003	1.8900e-003	1.8900e-003	1.8900e-003	0.0000	6.8087	6.8087	4.1000e-004	0.0000	6.8189
Total	0.7869	0.0348	0.0483	8.0000e-005		1.8900e-003	1.8900e-003	1.8900e-003	1.8900e-003	1.8900e-003	0.0000	6.8087	6.8087	4.1000e-004	0.0000	6.8189

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

3.5 Architectural Coating - 2023

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6200e-003	2.2500e-003	0.0257	9.0000e-005	0.0106	6.0000e-005	0.0106	2.8000e-003	6.0000e-005	2.8600e-003	0.0000	7.9095	7.9095	1.6000e-004	0.0000	7.9135
Total	3.6200e-003	2.2500e-003	0.0257	9.0000e-005	0.0106	6.0000e-005	0.0106	2.8000e-003	6.0000e-005	2.8600e-003	0.0000	7.9095	7.9095	1.6000e-004	0.0000	7.9135

3.6 Paving - 2023

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0103	0.1019	0.1458	2.3000e-004	5.1000e-003	5.1000e-003	5.1000e-003	4.6900e-003	4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888
Paving	5.8400e-003				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0162	0.1019	0.1458	2.3000e-004	5.1000e-003	5.1000e-003	5.1000e-003	4.6900e-003	4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

3.6 Paving - 2023

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-005	1.3100e-003	2.9000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.4710	0.4710	3.0000e-005	0.0000	0.4717
Worker	5.7000e-004	3.5000e-004	4.0100e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	1.0000e-005	1.0000e-005	4.5000e-004	0.0000	1.2359	1.2359	3.0000e-005	0.0000	1.2365
Total	6.0000e-004	1.6600e-003	4.3000e-003	1.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.7069	1.7069	6.0000e-005	0.0000	1.7082

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0103	0.1019	0.1458	2.3000e-004	5.1000e-003	5.1000e-003	5.1000e-003	4.6900e-003	4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888
Paving	5.8400e-003				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0162	0.1019	0.1458	2.3000e-004	5.1000e-003	5.1000e-003	5.1000e-003	4.6900e-003	4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

3.6 Paving - 2023

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-005	1.3100e-003	2.9000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.4710	0.4710	3.0000e-005	0.0000	0.4717
Worker	5.7000e-004	3.5000e-004	4.0100e-003	1.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2359	1.2359	3.0000e-005	0.0000	1.2365
Total	6.0000e-004	1.6600e-003	4.3000e-003	1.0000e-005	1.7800e-003	1.0000e-005	1.7900e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.7069	1.7069	6.0000e-005	0.0000	1.7082

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	MT/yr															
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT		
Congregate Care (Assisted Living)	0.00	0.00	0.00				
Other Asphalt Surfaces	0.00	0.00	0.00				
Parking Lot	0.00	0.00	0.00				
Retirement Community	0.00	0.00	0.00				
Total	0.00	0.00	0.00				

4.3 Trip Type Information

Land Use	Miles						Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	H-S or C-C	H-W or C-W	Primary	Diverted	Pass-by	
Congregate Care (Assisted Living)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	
Retirement Community	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	

4.4 Fleet Mix

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Retirement Community	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Mitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Retirement Community	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	MT/yr															
Mitigated	1.0312	0.0262	2.2734	1.2000e-004	0.0126	0.0126	0.0126	0.0126	0.0126	0.0126	0.0000	3.7140	3.7140	3.5800e-003	0.0000	3.8036
Unmitigated	1.0312	0.0262	2.2734	1.2000e-004	0.0126	0.0126	0.0126	0.0126	0.0126	0.0126	0.0000	3.7140	3.7140	3.5800e-003	0.0000	3.8036

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Architectural Coating	0.0782					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8843					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0687	0.0262	2.2734	1.2000e-004		0.0126	0.0126		0.0126	0.0126	0.0000	3.7140	3.7140	3.5800e-003	0.0000	3.8036
Total	1.0312	0.0262	2.2734	1.2000e-004		0.0126	0.0126		0.0126	0.0126	0.0000	3.7140	3.7140	3.5800e-003	0.0000	3.8036

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

6.2 Area by SubCategory

Mitigated

SubCategory	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.0782					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8843					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0687	0.0262	2.2734	1.2000e-004		0.0126	0.0126		0.0126	0.0126	0.0000	3.7140	3.7140	3.5800e-003	0.0000	3.8036
Total	1.0312	0.0262	2.2734	1.2000e-004		0.0126	0.0126		0.0126	0.0126	0.0000	3.7140	3.7140	3.5800e-003	0.0000	3.8036

7.0 Water Detail

7.1 Mitigation Measures Water

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Congregate Care (Assisted Living)	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Retirement Community	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

7.2 Water by Land Use

Mitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Congregate Care (Assisted Living)	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Retirement Community	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Congregate Care (Assisted Living)	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Retirement Community	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

8.2 Waste by Land Use

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
		MT/yr			
Congregate Care (Assisted Living)	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Retirement Community	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

Glen Ivy Senior Community (Construction) - Riverside-South Coast County, Annual

Equipment Type	Number
----------------	--------

11.0 Vegetation

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APPENDIX 4.2:

CALEEMOD PROJECT ANNUAL OPERATIONAL EMISSIONS MODEL OUTPUTS

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

Glen Ivy Senior Community (Operations)
Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	110.36	1000sqft	2.53	110,356.00	0
Parking Lot	210.00	Space	1.93	84,000.00	0
Congregate Care (Assisted Living)	144.00	Dwelling Unit	3.63	157,905.16	412
Retirement Community	76.00	Dwelling Unit	1.91	83,338.84	217

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2023

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	702.44	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
---------------------------------	--------	---------------------------------	-------	---------------------------------	-------

1.3 User Entered Comments & Non-Default Data

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

Project Characteristics -

Land Use - Total Project Area is 10 acres

Construction Phase - Operations Run Only.

Off-road Equipment - Operations Run Only.

Trips and VMT - Operations Run Only.

Vehicle Trips - Trip Characteristics are based on information provided in the Traffic Analysis prepared by Urban Crossroads, Inc.

Vehicle Emission Factors - EMFAC2017

Vehicle Emission Factors - EMFAC2017

Vehicle Emission Factors - EMFAC2017

Woodstoves - Rule 445

Energy Use - The Project will design building shells and building components to meet 2019 Title 24 Standards which expects 53% less energy for residential uses.

Energy Mitigation - R2-E10

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblEnergyUse	LightingElect	741.44	519.01
tblEnergyUse	LightingElect	1,001.10	470.52
tblEnergyUse	T24E	772.17	540.52
tblEnergyUse	T24E	877.14	412.26
tblEnergyUse	T24NG	8,764.08	6,134.86
tblEnergyUse	T24NG	9,544.50	4,485.92
tblFireplaces	NumberGas	122.40	144.00
tblFireplaces	NumberGas	64.60	76.00
tblFireplaces	NumberNoFireplace	14.40	0.00
tblFireplaces	NumberNoFireplace	7.60	0.00
tblFireplaces	NumberWood	7.20	0.00
tblFireplaces	NumberWood	3.80	0.00

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblLandUse	LandUseSquareFeet	144,000.00	157,905.16
tblLandUse	LandUseSquareFeet	76,000.00	83,338.84
tblLandUse	LotAcreage	1.89	1.93
tblLandUse	LotAcreage	9.00	3.63
tblLandUse	LotAcreage	15.20	1.91
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblVehicleEF	HHD	0.96	0.02
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.08	0.00
tblVehicleEF	HHD	2.07	6.43
tblVehicleEF	HHD	0.41	0.24
tblVehicleEF	HHD	1.44	4.3850e-003
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tblVehicleEF	HHD	4.72	0.04
tblVehicleEF	HHD	17.43	5.31
tblVehicleEF	HHD	0.97	1.96
tblVehicleEF	HHD	20.29	2.50
tblVehicleEF	HHD	5.1890e-003	2.3650e-003
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tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	5.1440e-003	0.02
tblVehicleEF	HHD	3.9000e-005	0.00
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Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	HHD	8.8620e-003	8.8060e-003
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tblVehicleEF	HHD	3.6000e-005	0.00
tblVehicleEF	HHD	7.3000e-005	3.0000e-006
tblVehicleEF	HHD	2.3430e-003	9.7000e-005
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tblVehicleEF	HHD	4.3000e-005	2.0000e-006
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tblVehicleEF	HHD	0.04	1.0000e-006
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tblVehicleEF	HHD	0.01	0.01
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tblVehicleEF	HHD	4.3000e-005	2.0000e-006
tblVehicleEF	HHD	0.08	0.05
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Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

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tblVehicleEF	HHD	3.9000e-005	0.00
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tblVehicleEF	HHD	8.8620e-003	8.8060e-003
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tblVehicleEF	HHD	7.0000e-005	0.00
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Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	HHD	0.59	0.53
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tblVehicleEF	HHD	4.9210e-003	0.02
tblVehicleEF	HHD	3.6000e-005	0.00

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	HHD	5.5000e-005	3.0000e-006
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tblVehicleEF	HHD	0.01	0.01
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Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LDA	1.4310e-003	1.2020e-003
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tblVehicleEF	LDA	0.06	0.19
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tblVehicleEF	LDA	0.06	0.15
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tblVehicleEF	LDA	2.2370e-003	1.7590e-003
tblVehicleEF	LDA	1.4310e-003	1.2020e-003

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LDA	2.0570e-003	1.6170e-003
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tblVehicleEF	LDA	0.06	0.07
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tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.03	0.19
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tblVehicleEF	LDA	2.0570e-003	1.6170e-003

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LDA	0.04	0.05
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tblVehicleEF	LDT1	68.37	63.71
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tblVehicleEF	LDT1	0.17	0.26
tblVehicleEF	LDT1	2.2770e-003	1.8930e-003
tblVehicleEF	LDT1	3.3510e-003	2.5560e-003
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Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LDT1	0.30	0.22
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Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LDT1	0.24	0.22
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tblVehicleEF	LDT1	0.04	0.04
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tblVehicleEF	LDT1	0.18	0.34
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tblVehicleEF	LDT1	0.17	0.26
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tblVehicleEF	LDT1	2.0960e-003	1.7420e-003
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tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	0.10	0.11

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LDT1	0.02	0.02
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tblVehicleEF	LDT1	0.33	0.26
tblVehicleEF	LDT1	0.10	0.11
tblVehicleEF	LDT1	0.03	0.04
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tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.01	0.01

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LDT2	0.06	0.39
tblVehicleEF	LDT2	0.08	0.28
tblVehicleEF	LDT2	3.3070e-003	3.0700e-003
tblVehicleEF	LDT2	7.8100e-004	6.5700e-004
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.10	0.12
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.39
tblVehicleEF	LDT2	0.09	0.31
tblVehicleEF	LDT2	5.3890e-003	3.5750e-003
tblVehicleEF	LDT2	5.0030e-003	0.05
tblVehicleEF	LDT2	0.83	0.94
tblVehicleEF	LDT2	1.13	2.16
tblVehicleEF	LDT2	359.32	334.38
tblVehicleEF	LDT2	76.02	66.44
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.10	0.24
tblVehicleEF	LDT2	1.6020e-003	1.3480e-003
tblVehicleEF	LDT2	2.3660e-003	1.7950e-003
tblVehicleEF	LDT2	1.4730e-003	1.2410e-003
tblVehicleEF	LDT2	2.1760e-003	1.6510e-003
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.10	0.13
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.06	0.39

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LDT2	0.07	0.24
tblVehicleEF	LDT2	3.6000e-003	3.2670e-003
tblVehicleEF	LDT2	7.7900e-004	6.4900e-004
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.10	0.13
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.06	0.39
tblVehicleEF	LDT2	0.07	0.27
tblVehicleEF	LDT2	4.5710e-003	3.1320e-003
tblVehicleEF	LDT2	5.9350e-003	0.06
tblVehicleEF	LDT2	0.63	0.76
tblVehicleEF	LDT2	1.30	2.57
tblVehicleEF	LDT2	321.50	310.81
tblVehicleEF	LDT2	76.02	67.23
tblVehicleEF	LDT2	0.06	0.06
tblVehicleEF	LDT2	0.10	0.25
tblVehicleEF	LDT2	1.6020e-003	1.3480e-003
tblVehicleEF	LDT2	2.3660e-003	1.7950e-003
tblVehicleEF	LDT2	1.4730e-003	1.2410e-003
tblVehicleEF	LDT2	2.1760e-003	1.6510e-003
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	0.07	0.46
tblVehicleEF	LDT2	0.08	0.28

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LDT2	3.2190e-003	3.0370e-003
tblVehicleEF	LDT2	7.8200e-004	6.5700e-004
tblVehicleEF	LDT2	0.05	0.08
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.04	0.07
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.46
tblVehicleEF	LDT2	0.09	0.31
tblVehicleEF	LHD1	4.9950e-003	4.5410e-003
tblVehicleEF	LHD1	8.5970e-003	4.4200e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.81	0.60
tblVehicleEF	LHD1	2.14	0.89
tblVehicleEF	LHD1	9.25	9.36
tblVehicleEF	LHD1	596.36	619.96
tblVehicleEF	LHD1	29.33	9.99
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	1.91	1.39
tblVehicleEF	LHD1	0.93	0.28
tblVehicleEF	LHD1	9.6600e-004	1.0130e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	7.9000e-004	2.1100e-004
tblVehicleEF	LHD1	9.2400e-004	9.6900e-004
tblVehicleEF	LHD1	2.5590e-003	2.5170e-003
tblVehicleEF	LHD1	0.01	9.8330e-003

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LHD1	7.2700e-004	1.9400e-004
tblVehicleEF	LHD1	3.6750e-003	2.3920e-003
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.8430e-003	1.2620e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.31	0.44
tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.8420e-003	6.0260e-003
tblVehicleEF	LHD1	3.3400e-004	9.9000e-005
tblVehicleEF	LHD1	3.6750e-003	2.3920e-003
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.8430e-003	1.2620e-003
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.44
tblVehicleEF	LHD1	0.25	0.07
tblVehicleEF	LHD1	4.9950e-003	4.5540e-003
tblVehicleEF	LHD1	8.7610e-003	4.4900e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.82	0.61
tblVehicleEF	LHD1	2.04	0.84
tblVehicleEF	LHD1	9.25	9.36
tblVehicleEF	LHD1	596.36	619.98
tblVehicleEF	LHD1	29.33	9.91

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	1.80	1.31
tblVehicleEF	LHD1	0.90	0.27
tblVehicleEF	LHD1	9.6600e-004	1.0130e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	7.9000e-004	2.1100e-004
tblVehicleEF	LHD1	9.2400e-004	9.6900e-004
tblVehicleEF	LHD1	2.5590e-003	2.5170e-003
tblVehicleEF	LHD1	0.01	9.8330e-003
tblVehicleEF	LHD1	7.2700e-004	1.9400e-004
tblVehicleEF	LHD1	6.8550e-003	4.2440e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	3.4810e-003	2.4050e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.32	0.44
tblVehicleEF	LHD1	0.22	0.06
tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.8420e-003	6.0260e-003
tblVehicleEF	LHD1	3.3200e-004	9.8000e-005
tblVehicleEF	LHD1	6.8550e-003	4.2440e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	3.4810e-003	2.4050e-003
tblVehicleEF	LHD1	0.09	0.07
tblVehicleEF	LHD1	0.32	0.44

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LHD1	0.24	0.07
tblVehicleEF	LHD1	4.9950e-003	4.5430e-003
tblVehicleEF	LHD1	8.5850e-003	4.4280e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.81	0.60
tblVehicleEF	LHD1	2.14	0.88
tblVehicleEF	LHD1	9.25	9.36
tblVehicleEF	LHD1	596.36	619.96
tblVehicleEF	LHD1	29.33	9.98
tblVehicleEF	LHD1	0.09	0.08
tblVehicleEF	LHD1	1.89	1.37
tblVehicleEF	LHD1	0.92	0.28
tblVehicleEF	LHD1	9.6600e-004	1.0130e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	7.9000e-004	2.1100e-004
tblVehicleEF	LHD1	9.2400e-004	9.6900e-004
tblVehicleEF	LHD1	2.5590e-003	2.5170e-003
tblVehicleEF	LHD1	0.01	9.8330e-003
tblVehicleEF	LHD1	7.2700e-004	1.9400e-004
tblVehicleEF	LHD1	3.2380e-003	2.4970e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.6810e-003	1.3210e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.33	0.47

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LHD1	0.23	0.07
tblVehicleEF	LHD1	9.2000e-005	9.0000e-005
tblVehicleEF	LHD1	5.8420e-003	6.0260e-003
tblVehicleEF	LHD1	3.3400e-004	9.9000e-005
tblVehicleEF	LHD1	3.2380e-003	2.4970e-003
tblVehicleEF	LHD1	0.11	0.08
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.6810e-003	1.3210e-003
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.33	0.47
tblVehicleEF	LHD1	0.25	0.07
tblVehicleEF	LHD2	3.3070e-003	2.7700e-003
tblVehicleEF	LHD2	3.5370e-003	3.2640e-003
tblVehicleEF	LHD2	6.6670e-003	7.1780e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.40	0.44
tblVehicleEF	LHD2	1.03	0.48
tblVehicleEF	LHD2	14.34	14.92
tblVehicleEF	LHD2	592.89	614.92
tblVehicleEF	LHD2	22.93	6.42
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.29	1.52
tblVehicleEF	LHD2	0.46	0.16
tblVehicleEF	LHD2	1.2850e-003	1.5130e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5700e-004	9.8000e-005

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LHD2	1.2290e-003	1.4470e-003
tblVehicleEF	LHD2	2.7020e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.2800e-004	9.1000e-005
tblVehicleEF	LHD2	1.3090e-003	1.1190e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	7.0300e-004	6.1300e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.19
tblVehicleEF	LHD2	0.09	0.04
tblVehicleEF	LHD2	1.4000e-004	1.4200e-004
tblVehicleEF	LHD2	5.7620e-003	5.9160e-003
tblVehicleEF	LHD2	2.4800e-004	6.4000e-005
tblVehicleEF	LHD2	1.3090e-003	1.1190e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.0300e-004	6.1300e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.07	0.19
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	3.3070e-003	2.7770e-003
tblVehicleEF	LHD2	3.5730e-003	3.2860e-003
tblVehicleEF	LHD2	6.4430e-003	6.9030e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.40	0.45
tblVehicleEF	LHD2	0.98	0.45

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LHD2	14.34	14.92
tblVehicleEF	LHD2	592.89	614.93
tblVehicleEF	LHD2	22.93	6.38
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.22	1.43
tblVehicleEF	LHD2	0.45	0.15
tblVehicleEF	LHD2	1.2850e-003	1.5130e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5700e-004	9.8000e-005
tblVehicleEF	LHD2	1.2290e-003	1.4470e-003
tblVehicleEF	LHD2	2.7020e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.2800e-004	9.1000e-005
tblVehicleEF	LHD2	2.4680e-003	1.9920e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	1.3130e-003	1.1680e-003
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.07	0.20
tblVehicleEF	LHD2	0.09	0.03
tblVehicleEF	LHD2	1.4000e-004	1.4200e-004
tblVehicleEF	LHD2	5.7620e-003	5.9160e-003
tblVehicleEF	LHD2	2.4700e-004	6.3000e-005
tblVehicleEF	LHD2	2.4680e-003	1.9920e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LHD2	1.3130e-003	1.1680e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.07	0.20
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	LHD2	3.3070e-003	2.7710e-003
tblVehicleEF	LHD2	3.5300e-003	3.2670e-003
tblVehicleEF	LHD2	6.7050e-003	7.1290e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.40	0.44
tblVehicleEF	LHD2	1.03	0.47
tblVehicleEF	LHD2	14.34	14.92
tblVehicleEF	LHD2	592.89	614.92
tblVehicleEF	LHD2	22.93	6.42
tblVehicleEF	LHD2	0.11	0.12
tblVehicleEF	LHD2	1.28	1.49
tblVehicleEF	LHD2	0.46	0.16
tblVehicleEF	LHD2	1.2850e-003	1.5130e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.5700e-004	9.8000e-005
tblVehicleEF	LHD2	1.2290e-003	1.4470e-003
tblVehicleEF	LHD2	2.7020e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.2800e-004	9.1000e-005
tblVehicleEF	LHD2	1.0230e-003	1.1350e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.01

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	LHD2	5.9800e-004	6.3500e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.08	0.21
tblVehicleEF	LHD2	0.09	0.03
tblVehicleEF	LHD2	1.4000e-004	1.4200e-004
tblVehicleEF	LHD2	5.7620e-003	5.9160e-003
tblVehicleEF	LHD2	2.4800e-004	6.3000e-005
tblVehicleEF	LHD2	1.0230e-003	1.1350e-003
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.9800e-004	6.3500e-004
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.08	0.21
tblVehicleEF	LHD2	0.10	0.04
tblVehicleEF	MCY	0.43	0.31
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	18.81	18.85
tblVehicleEF	MCY	9.70	8.64
tblVehicleEF	MCY	166.71	207.60
tblVehicleEF	MCY	45.36	60.36
tblVehicleEF	MCY	1.12	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8630e-003	1.7970e-003
tblVehicleEF	MCY	3.2830e-003	2.7750e-003
tblVehicleEF	MCY	1.7410e-003	1.6800e-003
tblVehicleEF	MCY	3.0870e-003	2.6090e-003
tblVehicleEF	MCY	1.69	1.43

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	MCY	0.83	0.79
tblVehicleEF	MCY	0.92	0.76
tblVehicleEF	MCY	2.11	2.11
tblVehicleEF	MCY	0.55	1.77
tblVehicleEF	MCY	2.05	1.83
tblVehicleEF	MCY	2.0360e-003	2.0540e-003
tblVehicleEF	MCY	6.7200e-004	5.9700e-004
tblVehicleEF	MCY	1.69	1.43
tblVehicleEF	MCY	0.83	0.79
tblVehicleEF	MCY	0.92	0.76
tblVehicleEF	MCY	2.61	2.61
tblVehicleEF	MCY	0.55	1.77
tblVehicleEF	MCY	2.23	2.00
tblVehicleEF	MCY	0.42	0.31
tblVehicleEF	MCY	0.13	0.21
tblVehicleEF	MCY	19.51	18.83
tblVehicleEF	MCY	9.10	7.90
tblVehicleEF	MCY	166.71	207.41
tblVehicleEF	MCY	45.36	58.44
tblVehicleEF	MCY	0.97	0.97
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.8630e-003	1.7970e-003
tblVehicleEF	MCY	3.2830e-003	2.7750e-003
tblVehicleEF	MCY	1.7410e-003	1.6800e-003
tblVehicleEF	MCY	3.0870e-003	2.6090e-003
tblVehicleEF	MCY	3.35	2.75
tblVehicleEF	MCY	1.23	1.09

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	MCY	2.09	1.72
tblVehicleEF	MCY	2.09	2.07
tblVehicleEF	MCY	0.55	1.74
tblVehicleEF	MCY	1.84	1.61
tblVehicleEF	MCY	2.0460e-003	2.0530e-003
tblVehicleEF	MCY	6.5600e-004	5.7800e-004
tblVehicleEF	MCY	3.35	2.75
tblVehicleEF	MCY	1.23	1.09
tblVehicleEF	MCY	2.09	1.72
tblVehicleEF	MCY	2.59	2.56
tblVehicleEF	MCY	0.55	1.74
tblVehicleEF	MCY	2.00	1.75
tblVehicleEF	MCY	0.42	0.31
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	18.37	18.30
tblVehicleEF	MCY	9.67	8.43
tblVehicleEF	MCY	166.71	206.64
tblVehicleEF	MCY	45.36	59.88
tblVehicleEF	MCY	1.12	1.09
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.8630e-003	1.7970e-003
tblVehicleEF	MCY	3.2830e-003	2.7750e-003
tblVehicleEF	MCY	1.7410e-003	1.6800e-003
tblVehicleEF	MCY	3.0870e-003	2.6090e-003
tblVehicleEF	MCY	1.59	1.64
tblVehicleEF	MCY	1.02	1.05
tblVehicleEF	MCY	0.73	0.76

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	MCY	2.11	2.09
tblVehicleEF	MCY	0.63	2.02
tblVehicleEF	MCY	2.06	1.79
tblVehicleEF	MCY	2.0290e-003	2.0450e-003
tblVehicleEF	MCY	6.7200e-004	5.9300e-004
tblVehicleEF	MCY	1.59	1.64
tblVehicleEF	MCY	1.02	1.05
tblVehicleEF	MCY	0.73	0.76
tblVehicleEF	MCY	2.61	2.59
tblVehicleEF	MCY	0.63	2.02
tblVehicleEF	MCY	2.24	1.95
tblVehicleEF	MDV	9.8990e-003	4.1640e-003
tblVehicleEF	MDV	0.01	0.08
tblVehicleEF	MDV	1.15	0.92
tblVehicleEF	MDV	2.62	2.99
tblVehicleEF	MDV	458.82	396.16
tblVehicleEF	MDV	104.21	84.06
tblVehicleEF	MDV	0.13	0.09
tblVehicleEF	MDV	0.25	0.33
tblVehicleEF	MDV	1.6580e-003	1.4100e-003
tblVehicleEF	MDV	2.3780e-003	1.8510e-003
tblVehicleEF	MDV	1.5280e-003	1.3010e-003
tblVehicleEF	MDV	2.1870e-003	1.7020e-003
tblVehicleEF	MDV	0.11	0.10
tblVehicleEF	MDV	0.19	0.15
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.02	0.02

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	MDV	0.11	0.46
tblVehicleEF	MDV	0.20	0.38
tblVehicleEF	MDV	4.5960e-003	3.8690e-003
tblVehicleEF	MDV	1.0880e-003	8.2200e-004
tblVehicleEF	MDV	0.11	0.10
tblVehicleEF	MDV	0.19	0.15
tblVehicleEF	MDV	0.09	0.09
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.11	0.46
tblVehicleEF	MDV	0.22	0.41
tblVehicleEF	MDV	0.01	4.6800e-003
tblVehicleEF	MDV	0.01	0.07
tblVehicleEF	MDV	1.41	1.09
tblVehicleEF	MDV	2.31	2.49
tblVehicleEF	MDV	498.05	417.66
tblVehicleEF	MDV	104.21	83.09
tblVehicleEF	MDV	0.13	0.08
tblVehicleEF	MDV	0.24	0.31
tblVehicleEF	MDV	1.6580e-003	1.4100e-003
tblVehicleEF	MDV	2.3780e-003	1.8510e-003
tblVehicleEF	MDV	1.5280e-003	1.3010e-003
tblVehicleEF	MDV	2.1870e-003	1.7020e-003
tblVehicleEF	MDV	0.21	0.19
tblVehicleEF	MDV	0.22	0.17
tblVehicleEF	MDV	0.16	0.17
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.11	0.45

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	MDV	0.17	0.32
tblVehicleEF	MDV	4.9910e-003	4.0790e-003
tblVehicleEF	MDV	1.0820e-003	8.1200e-004
tblVehicleEF	MDV	0.21	0.19
tblVehicleEF	MDV	0.22	0.17
tblVehicleEF	MDV	0.16	0.17
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.45
tblVehicleEF	MDV	0.19	0.35
tblVehicleEF	MDV	9.5100e-003	4.0920e-003
tblVehicleEF	MDV	0.02	0.08
tblVehicleEF	MDV	1.08	0.88
tblVehicleEF	MDV	2.68	2.97
tblVehicleEF	MDV	447.05	392.53
tblVehicleEF	MDV	104.21	84.03
tblVehicleEF	MDV	0.13	0.08
tblVehicleEF	MDV	0.25	0.33
tblVehicleEF	MDV	1.6580e-003	1.4100e-003
tblVehicleEF	MDV	2.3780e-003	1.8510e-003
tblVehicleEF	MDV	1.5280e-003	1.3010e-003
tblVehicleEF	MDV	2.1870e-003	1.7020e-003
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.20	0.16
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.13	0.52
tblVehicleEF	MDV	0.20	0.38

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	MDV	4.4770e-003	3.8330e-003
tblVehicleEF	MDV	1.0890e-003	8.2100e-004
tblVehicleEF	MDV	0.08	0.10
tblVehicleEF	MDV	0.20	0.16
tblVehicleEF	MDV	0.08	0.09
tblVehicleEF	MDV	0.03	0.02
tblVehicleEF	MDV	0.13	0.52
tblVehicleEF	MDV	0.22	0.41
tblVehicleEF	MH	0.02	3.2740e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.00	0.33
tblVehicleEF	MH	5.24	0.00
tblVehicleEF	MH	995.46	929.33
tblVehicleEF	MH	57.13	0.00
tblVehicleEF	MH	1.48	4.27
tblVehicleEF	MH	0.79	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	9.7800e-004	0.00
tblVehicleEF	MH	3.2460e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	8.9900e-004	0.00
tblVehicleEF	MH	1.38	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.49	0.00
tblVehicleEF	MH	0.07	0.07
tblVehicleEF	MH	0.02	0.00

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	MH	0.31	0.00
tblVehicleEF	MH	9.8680e-003	8.7850e-003
tblVehicleEF	MH	6.6300e-004	0.00
tblVehicleEF	MH	1.38	0.00
tblVehicleEF	MH	0.08	0.00
tblVehicleEF	MH	0.49	0.00
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.34	0.00
tblVehicleEF	MH	0.02	3.2740e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	2.05	0.33
tblVehicleEF	MH	4.88	0.00
tblVehicleEF	MH	995.46	929.33
tblVehicleEF	MH	57.13	0.00
tblVehicleEF	MH	1.37	4.03
tblVehicleEF	MH	0.76	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	9.7800e-004	0.00
tblVehicleEF	MH	3.2460e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	8.9900e-004	0.00
tblVehicleEF	MH	2.52	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	0.94	0.00
tblVehicleEF	MH	0.08	0.07

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.30	0.00
tblVehicleEF	MH	9.8690e-003	8.7850e-003
tblVehicleEF	MH	6.5700e-004	0.00
tblVehicleEF	MH	2.52	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	0.94	0.00
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	0.32	0.00
tblVehicleEF	MH	0.02	3.2740e-003
tblVehicleEF	MH	0.02	0.00
tblVehicleEF	MH	1.99	0.33
tblVehicleEF	MH	5.28	0.00
tblVehicleEF	MH	995.46	929.33
tblVehicleEF	MH	57.13	0.00
tblVehicleEF	MH	1.46	4.20
tblVehicleEF	MH	0.79	0.00
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.04	0.14
tblVehicleEF	MH	9.7800e-004	0.00
tblVehicleEF	MH	3.2460e-003	4.0000e-003
tblVehicleEF	MH	0.04	0.13
tblVehicleEF	MH	8.9900e-004	0.00
tblVehicleEF	MH	1.38	0.00
tblVehicleEF	MH	0.09	0.00
tblVehicleEF	MH	0.47	0.00

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	MH	0.07	0.07	0.07
tblVehicleEF	MH	0.03	0.03	0.00
tblVehicleEF	MH	0.31	0.31	0.00
tblVehicleEF	MH	9.8680e-003	9.8680e-003	8.7850e-003
tblVehicleEF	MH	6.6300e-004	6.6300e-004	0.00
tblVehicleEF	MH	1.38	1.38	0.00
tblVehicleEF	MH	0.09	0.09	0.00
tblVehicleEF	MH	0.47	0.47	0.00
tblVehicleEF	MH	0.10	0.10	0.08
tblVehicleEF	MH	0.03	0.03	0.00
tblVehicleEF	MH	0.34	0.34	0.00
tblVehicleEF	MHD	0.02	0.02	2.7550e-003
tblVehicleEF	MHD	2.5650e-003	2.5650e-003	8.7300e-004
tblVehicleEF	MHD	0.05	0.05	7.0300e-003
tblVehicleEF	MHD	0.32	0.32	0.33
tblVehicleEF	MHD	0.21	0.21	0.12
tblVehicleEF	MHD	5.07	5.07	0.81
tblVehicleEF	MHD	148.43	148.43	67.29
tblVehicleEF	MHD	1,056.49	1,056.49	911.02
tblVehicleEF	MHD	54.56	54.56	7.21
tblVehicleEF	MHD	0.41	0.41	0.40
tblVehicleEF	MHD	0.47	0.47	0.91
tblVehicleEF	MHD	11.43	11.43	1.80
tblVehicleEF	MHD	1.3500e-004	1.3500e-004	4.3400e-004
tblVehicleEF	MHD	2.6660e-003	2.6660e-003	9.4670e-003
tblVehicleEF	MHD	7.3000e-004	7.3000e-004	8.3000e-005
tblVehicleEF	MHD	1.2900e-004	1.2900e-004	4.1500e-004

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	MHD	2.5470e-003	9.0550e-003
tblVehicleEF	MHD	6.7100e-004	7.6000e-005
tblVehicleEF	MHD	1.5020e-003	4.1800e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	7.6500e-004	2.2800e-004
tblVehicleEF	MHD	0.02	9.5450e-003
tblVehicleEF	MHD	0.02	0.07
tblVehicleEF	MHD	0.31	0.04
tblVehicleEF	MHD	1.4270e-003	6.3800e-004
tblVehicleEF	MHD	0.01	8.6560e-003
tblVehicleEF	MHD	6.3400e-004	7.1000e-005
tblVehicleEF	MHD	1.5020e-003	4.1800e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	7.6500e-004	2.2800e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.02	0.07
tblVehicleEF	MHD	0.34	0.04
tblVehicleEF	MHD	0.02	2.6270e-003
tblVehicleEF	MHD	2.5980e-003	8.8800e-004
tblVehicleEF	MHD	0.05	6.7570e-003
tblVehicleEF	MHD	0.23	0.29
tblVehicleEF	MHD	0.21	0.12
tblVehicleEF	MHD	4.84	0.76
tblVehicleEF	MHD	157.22	67.24
tblVehicleEF	MHD	1,056.49	911.02

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	MHD	54.56	7.14
tblVehicleEF	MHD	0.42	0.39
tblVehicleEF	MHD	0.44	0.86
tblVehicleEF	MHD	11.41	1.80
tblVehicleEF	MHD	1.1400e-004	3.6900e-004
tblVehicleEF	MHD	2.6660e-003	9.4670e-003
tblVehicleEF	MHD	7.3000e-004	8.3000e-005
tblVehicleEF	MHD	1.0900e-004	3.5300e-004
tblVehicleEF	MHD	2.5470e-003	9.0550e-003
tblVehicleEF	MHD	6.7100e-004	7.6000e-005
tblVehicleEF	MHD	2.8970e-003	7.5100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.02	0.01
tblVehicleEF	MHD	1.4710e-003	4.4600e-004
tblVehicleEF	MHD	0.02	9.6090e-003
tblVehicleEF	MHD	0.02	0.07
tblVehicleEF	MHD	0.30	0.04
tblVehicleEF	MHD	1.5100e-003	6.3800e-004
tblVehicleEF	MHD	0.01	8.6560e-003
tblVehicleEF	MHD	6.3000e-004	7.1000e-005
tblVehicleEF	MHD	2.8970e-003	7.5100e-004
tblVehicleEF	MHD	0.05	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	1.4710e-003	4.4600e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.02	0.07
tblVehicleEF	MHD	0.33	0.04

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	MHD	0.02	2.9460e-003
tblVehicleEF	MHD	2.5410e-003	8.7400e-004
tblVehicleEF	MHD	0.05	6.9640e-003
tblVehicleEF	MHD	0.44	0.39
tblVehicleEF	MHD	0.21	0.12
tblVehicleEF	MHD	5.15	0.80
tblVehicleEF	MHD	136.28	67.35
tblVehicleEF	MHD	1,056.49	911.02
tblVehicleEF	MHD	54.56	7.20
tblVehicleEF	MHD	0.39	0.41
tblVehicleEF	MHD	0.46	0.89
tblVehicleEF	MHD	11.44	1.80
tblVehicleEF	MHD	1.6400e-004	5.2400e-004
tblVehicleEF	MHD	2.6660e-003	9.4670e-003
tblVehicleEF	MHD	7.3000e-004	8.3000e-005
tblVehicleEF	MHD	1.5700e-004	5.0100e-004
tblVehicleEF	MHD	2.5470e-003	9.0550e-003
tblVehicleEF	MHD	6.7100e-004	7.6000e-005
tblVehicleEF	MHD	1.0970e-003	4.3600e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	5.9600e-004	2.3900e-004
tblVehicleEF	MHD	0.02	9.5510e-003
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.31	0.04
tblVehicleEF	MHD	1.3130e-003	6.3800e-004
tblVehicleEF	MHD	0.01	8.6560e-003

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	MHD	6.3600e-004	7.1000e-005
tblVehicleEF	MHD	1.0970e-003	4.3600e-004
tblVehicleEF	MHD	0.04	0.02
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	5.9600e-004	2.3900e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.02	0.08
tblVehicleEF	MHD	0.34	0.04
tblVehicleEF	OBUS	0.01	8.5220e-003
tblVehicleEF	OBUS	5.6790e-003	5.4050e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.25	0.49
tblVehicleEF	OBUS	0.39	0.70
tblVehicleEF	OBUS	5.52	2.68
tblVehicleEF	OBUS	68.59	64.37
tblVehicleEF	OBUS	1,085.33	1,335.49
tblVehicleEF	OBUS	69.49	21.28
tblVehicleEF	OBUS	0.13	0.23
tblVehicleEF	OBUS	0.35	0.91
tblVehicleEF	OBUS	2.07	0.69
tblVehicleEF	OBUS	1.2000e-005	7.5000e-005
tblVehicleEF	OBUS	1.9500e-003	8.4680e-003
tblVehicleEF	OBUS	8.7100e-004	2.1800e-004
tblVehicleEF	OBUS	1.1000e-005	7.2000e-005
tblVehicleEF	OBUS	1.8490e-003	8.0880e-003
tblVehicleEF	OBUS	8.0000e-004	2.0100e-004
tblVehicleEF	OBUS	2.0910e-003	2.6670e-003

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	9.0600e-004	1.1770e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.34	0.13
tblVehicleEF	OBUS	6.6700e-004	6.1500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9200e-004	2.1100e-004
tblVehicleEF	OBUS	2.0910e-003	2.6670e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	9.0600e-004	1.1770e-003
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.38	0.14
tblVehicleEF	OBUS	0.01	8.5920e-003
tblVehicleEF	OBUS	5.7930e-003	5.5390e-003
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.24	0.48
tblVehicleEF	OBUS	0.40	0.72
tblVehicleEF	OBUS	5.16	2.49
tblVehicleEF	OBUS	71.65	63.70
tblVehicleEF	OBUS	1,085.33	1,335.52
tblVehicleEF	OBUS	69.49	20.96
tblVehicleEF	OBUS	0.14	0.21
tblVehicleEF	OBUS	0.33	0.84

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	OBUS	2.03	0.67
tblVehicleEF	OBUS	1.0000e-005	6.7000e-005
tblVehicleEF	OBUS	1.9500e-003	8.4680e-003
tblVehicleEF	OBUS	8.7100e-004	2.1800e-004
tblVehicleEF	OBUS	1.0000e-005	6.4000e-005
tblVehicleEF	OBUS	1.8490e-003	8.0880e-003
tblVehicleEF	OBUS	8.0000e-004	2.0100e-004
tblVehicleEF	OBUS	3.8840e-003	4.6970e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	1.7290e-003	2.2650e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.33	0.12
tblVehicleEF	OBUS	6.9600e-004	6.0900e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.8600e-004	2.0700e-004
tblVehicleEF	OBUS	3.8840e-003	4.6970e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.04	0.06
tblVehicleEF	OBUS	1.7290e-003	2.2650e-003
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.05	0.29
tblVehicleEF	OBUS	0.36	0.13
tblVehicleEF	OBUS	0.01	8.4630e-003
tblVehicleEF	OBUS	5.6610e-003	5.4160e-003
tblVehicleEF	OBUS	0.03	0.02

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	OBUS	0.25	0.49
tblVehicleEF	OBUS	0.39	0.70
tblVehicleEF	OBUS	5.57	2.67
tblVehicleEF	OBUS	64.36	65.29
tblVehicleEF	OBUS	1,085.33	1,335.50
tblVehicleEF	OBUS	69.49	21.26
tblVehicleEF	OBUS	0.13	0.24
tblVehicleEF	OBUS	0.35	0.89
tblVehicleEF	OBUS	2.06	0.68
tblVehicleEF	OBUS	1.5000e-005	8.7000e-005
tblVehicleEF	OBUS	1.9500e-003	8.4680e-003
tblVehicleEF	OBUS	8.7100e-004	2.1800e-004
tblVehicleEF	OBUS	1.4000e-005	8.3000e-005
tblVehicleEF	OBUS	1.8490e-003	8.0880e-003
tblVehicleEF	OBUS	8.0000e-004	2.0100e-004
tblVehicleEF	OBUS	1.7990e-003	2.7830e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	8.3400e-004	1.2510e-003
tblVehicleEF	OBUS	0.02	0.03
tblVehicleEF	OBUS	0.05	0.31
tblVehicleEF	OBUS	0.35	0.13
tblVehicleEF	OBUS	6.2600e-004	6.2400e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.9300e-004	2.1000e-004
tblVehicleEF	OBUS	1.7990e-003	2.7830e-003
tblVehicleEF	OBUS	0.02	0.03

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	8.3400e-004	1.2510e-003
tblVehicleEF	OBUS	0.03	0.04
tblVehicleEF	OBUS	0.05	0.31
tblVehicleEF	OBUS	0.38	0.14
tblVehicleEF	SBUS	0.82	0.09
tblVehicleEF	SBUS	9.5650e-003	6.6030e-003
tblVehicleEF	SBUS	0.06	8.0990e-003
tblVehicleEF	SBUS	7.84	3.43
tblVehicleEF	SBUS	0.57	0.55
tblVehicleEF	SBUS	6.44	1.08
tblVehicleEF	SBUS	1,128.57	369.74
tblVehicleEF	SBUS	1,093.03	1,096.55
tblVehicleEF	SBUS	55.12	6.92
tblVehicleEF	SBUS	8.81	3.32
tblVehicleEF	SBUS	3.97	4.42
tblVehicleEF	SBUS	12.20	0.78
tblVehicleEF	SBUS	8.4250e-003	3.3040e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	5.0000e-004	4.8000e-005
tblVehicleEF	SBUS	8.0610e-003	3.1610e-003
tblVehicleEF	SBUS	2.6870e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	4.6000e-004	4.4000e-005
tblVehicleEF	SBUS	5.0680e-003	1.5760e-003
tblVehicleEF	SBUS	0.03	0.01

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	SBUS	0.93	0.41
tblVehicleEF	SBUS	2.4310e-003	7.9200e-004
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.36	0.05
tblVehicleEF	SBUS	0.01	3.5360e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.6300e-004	6.9000e-005
tblVehicleEF	SBUS	5.0680e-003	1.5760e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.34	0.59
tblVehicleEF	SBUS	2.4310e-003	7.9200e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.07
tblVehicleEF	SBUS	0.39	0.05
tblVehicleEF	SBUS	0.82	0.09
tblVehicleEF	SBUS	9.7050e-003	6.6870e-003
tblVehicleEF	SBUS	0.05	6.7520e-003
tblVehicleEF	SBUS	7.74	3.39
tblVehicleEF	SBUS	0.58	0.56
tblVehicleEF	SBUS	4.67	0.77
tblVehicleEF	SBUS	1,179.47	378.98
tblVehicleEF	SBUS	1,093.03	1,096.56
tblVehicleEF	SBUS	55.12	6.42
tblVehicleEF	SBUS	9.10	3.40
tblVehicleEF	SBUS	3.73	4.16
tblVehicleEF	SBUS	12.17	0.77

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	SBUS	7.1020e-003	2.7930e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	5.0000e-004	4.8000e-005
tblVehicleEF	SBUS	6.7950e-003	2.6720e-003
tblVehicleEF	SBUS	2.6870e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	4.6000e-004	4.4000e-005
tblVehicleEF	SBUS	9.1290e-003	2.7600e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	0.92	0.41
tblVehicleEF	SBUS	4.4980e-003	1.4670e-003
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.30	0.04
tblVehicleEF	SBUS	0.01	3.6240e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.3300e-004	6.3000e-005
tblVehicleEF	SBUS	9.1290e-003	2.7600e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.34	0.59
tblVehicleEF	SBUS	4.4980e-003	1.4670e-003
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.06
tblVehicleEF	SBUS	0.33	0.04
tblVehicleEF	SBUS	0.82	0.09
tblVehicleEF	SBUS	9.5210e-003	6.6020e-003

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	SBUS	0.06	8.2440e-003
tblVehicleEF	SBUS	8.00	3.48
tblVehicleEF	SBUS	0.57	0.55
tblVehicleEF	SBUS	6.79	1.10
tblVehicleEF	SBUS	1,058.28	356.98
tblVehicleEF	SBUS	1,093.03	1,096.55
tblVehicleEF	SBUS	55.12	6.96
tblVehicleEF	SBUS	8.43	3.21
tblVehicleEF	SBUS	3.93	4.35
tblVehicleEF	SBUS	12.21	0.78
tblVehicleEF	SBUS	0.01	4.0110e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.02	0.03
tblVehicleEF	SBUS	5.0000e-004	4.8000e-005
tblVehicleEF	SBUS	9.8080e-003	3.8370e-003
tblVehicleEF	SBUS	2.6870e-003	2.6500e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	4.6000e-004	4.4000e-005
tblVehicleEF	SBUS	4.3640e-003	1.4840e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	0.93	0.41
tblVehicleEF	SBUS	2.3310e-003	8.1800e-004
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	0.02	0.08
tblVehicleEF	SBUS	0.37	0.05
tblVehicleEF	SBUS	0.01	3.4160e-003
tblVehicleEF	SBUS	0.01	0.01

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	SBUS	6.6900e-004	6.9000e-005
tblVehicleEF	SBUS	4.3640e-003	1.4840e-003
tblVehicleEF	SBUS	0.03	0.01
tblVehicleEF	SBUS	1.34	0.59
tblVehicleEF	SBUS	2.3310e-003	8.1800e-004
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	0.02	0.08
tblVehicleEF	SBUS	0.40	0.05
tblVehicleEF	UBUS	1.36	3.04
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	7.52	23.60
tblVehicleEF	UBUS	13.83	1.86
tblVehicleEF	UBUS	1,788.21	1,635.62
tblVehicleEF	UBUS	153.17	22.96
tblVehicleEF	UBUS	3.79	0.30
tblVehicleEF	UBUS	12.24	0.22
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.1820e-003
tblVehicleEF	UBUS	1.4880e-003	2.2400e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.04	2.0670e-003
tblVehicleEF	UBUS	1.3680e-003	2.0600e-004
tblVehicleEF	UBUS	9.0420e-003	2.8050e-003
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	4.5390e-003	1.1470e-003

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	UBUS	0.42	0.05
tblVehicleEF	UBUS	0.02	0.08
tblVehicleEF	UBUS	1.09	0.10
tblVehicleEF	UBUS	9.5090e-003	6.3200e-003
tblVehicleEF	UBUS	1.7820e-003	2.2700e-004
tblVehicleEF	UBUS	9.0420e-003	2.8050e-003
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	4.5390e-003	1.1470e-003
tblVehicleEF	UBUS	1.82	3.11
tblVehicleEF	UBUS	0.02	0.08
tblVehicleEF	UBUS	1.19	0.10
tblVehicleEF	UBUS	1.36	3.04
tblVehicleEF	UBUS	0.07	0.02
tblVehicleEF	UBUS	7.58	23.60
tblVehicleEF	UBUS	11.85	1.58
tblVehicleEF	UBUS	1,788.21	1,635.63
tblVehicleEF	UBUS	153.17	22.49
tblVehicleEF	UBUS	3.53	0.30
tblVehicleEF	UBUS	12.16	0.21
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.1820e-003
tblVehicleEF	UBUS	1.4880e-003	2.2400e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.04	2.0670e-003
tblVehicleEF	UBUS	1.3680e-003	2.0600e-004

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	UBUS	0.02	4.9810e-003
tblVehicleEF	UBUS	0.13	0.02
tblVehicleEF	UBUS	9.0520e-003	2.2660e-003
tblVehicleEF	UBUS	0.43	0.05
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	0.99	0.09
tblVehicleEF	UBUS	9.5110e-003	6.3200e-003
tblVehicleEF	UBUS	1.7480e-003	2.2300e-004
tblVehicleEF	UBUS	0.02	4.9810e-003
tblVehicleEF	UBUS	0.13	0.02
tblVehicleEF	UBUS	9.0520e-003	2.2660e-003
tblVehicleEF	UBUS	1.83	3.11
tblVehicleEF	UBUS	0.02	0.07
tblVehicleEF	UBUS	1.09	0.09
tblVehicleEF	UBUS	1.36	3.04
tblVehicleEF	UBUS	0.08	0.02
tblVehicleEF	UBUS	7.51	23.60
tblVehicleEF	UBUS	14.02	1.85
tblVehicleEF	UBUS	1,788.21	1,635.62
tblVehicleEF	UBUS	153.17	22.93
tblVehicleEF	UBUS	3.75	0.30
tblVehicleEF	UBUS	12.25	0.22
tblVehicleEF	UBUS	0.49	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.04	2.1820e-003
tblVehicleEF	UBUS	1.4880e-003	2.2400e-004
tblVehicleEF	UBUS	0.21	0.04

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.04	2.0670e-003
tblVehicleEF	UBUS	1.3680e-003	2.0600e-004
tblVehicleEF	UBUS	8.1990e-003	2.8430e-003
tblVehicleEF	UBUS	0.12	0.02
tblVehicleEF	UBUS	4.1400e-003	1.2010e-003
tblVehicleEF	UBUS	0.42	0.05
tblVehicleEF	UBUS	0.03	0.09
tblVehicleEF	UBUS	1.10	0.09
tblVehicleEF	UBUS	9.5090e-003	6.3200e-003
tblVehicleEF	UBUS	1.7850e-003	2.2700e-004
tblVehicleEF	UBUS	8.1990e-003	2.8430e-003
tblVehicleEF	UBUS	0.12	0.02
tblVehicleEF	UBUS	4.1400e-003	1.2010e-003
tblVehicleEF	UBUS	1.82	3.11
tblVehicleEF	UBUS	0.03	0.09
tblVehicleEF	UBUS	1.20	0.10
tblVehicleTrips	ST_TR	2.20	3.36
tblVehicleTrips	ST_TR	2.03	3.23
tblVehicleTrips	SU_TR	2.44	3.61
tblVehicleTrips	SU_TR	1.95	3.14
tblVehicleTrips	WD_TR	2.74	2.99
tblVehicleTrips	WD_TR	2.40	3.71
tblWoodstoves	NumberCatalytic	7.20	0.00
tblWoodstoves	NumberCatalytic	3.80	0.00
tblWoodstoves	NumberNoncatalytic	7.20	0.00
tblWoodstoves	NumberNoncatalytic	3.80	0.00

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

2.0 Emissions Summary

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	1.0366	0.0718	2.2928	4.1000e-004		0.0163	0.0163		0.0163	0.0163	0.0000	56.5441	56.5441	4.6000e-003	9.7000e-004	56.9477
Energy	0.0138	0.1175	0.0500	7.5000e-004		9.5000e-003	9.5000e-003		9.5000e-003	9.5000e-003	0.0000	432.4411	432.4411	0.0148	5.0300e-003	434.3102
Mobile	0.2750	0.8710	2.7610	0.0102	0.9393	9.8500e-003	0.9491	0.2514	9.2900e-003	0.2607	0.0000	959.1806	959.1806	0.0362	0.0000	960.0860
Waste						0.0000	0.0000		0.0000	0.0000	33.7696	0.0000	33.7696	1.9957	0.0000	83.6627
Water						0.0000	0.0000		0.0000	0.0000	4.5475	91.4564	96.0039	0.4709	0.0118	111.2944
Total	1.3254	1.0603	5.1038	0.0113	0.9393	0.0356	0.9749	0.2514	0.0351	0.2865	38.3171	1,539,622₃	1,577,939₄	2.5222	0.0178	1,646,300₉

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

2.2 Overall Operational Mitigated Operational

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	1.0366	0.0718	2.2928	4.1000e-004	0.0163	0.0163	0.0163	0.0163	0.0163	0.0163	0.0000	56.5441	56.5441	4.6000e-003	9.7000e-004	56.9477
Energy	0.0138	0.1175	0.0500	7.5000e-004	9.5000e-003	9.5000e-003	9.5000e-003	9.5000e-003	9.5000e-003	9.5000e-003	0.0000	373.1786	373.1786	0.0124	4.5200e-003	374.8356
Mobile	0.2750	0.8710	2.7610	0.0102	0.9393	0.9491	0.2514	9.2900e-003	0.2607	0.2607	0.0000	959.1806	959.1806	0.0362	0.0000	960.0860
Waste					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	33.7696	0.0000	33.7696	1.9957	0.0000	83.6627
Water					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	4.5475	91.4564	96.0039	0.4709	0.0118	111.2944
Total	1.3254	1.0603	5.1038	0.0113	0.9393	0.9749	0.2514	0.0351	0.2865	38.3171	1,480.359⁷	1,518.676⁸	2.5198	0.0173	1,586.826³	

Percent Reduction	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.85	3.76	0.10	2.86	3.61

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2023	12/30/2022	5	0	

Acres of Grading (Site Preparation Phase): 0

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.46

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

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
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

Category	tons/yr													MT/yr			
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Mitigated	0.2750	0.8710	2.7610	0.0102	0.9393	9.8500e-003	0.9491	0.2514	9.2900e-003	0.2607	0.0000	959.1806	959.1806	0.0362	0.0000	960.0860	
Unmitigated	0.2750	0.8710	2.7610	0.0102	0.9393	9.8500e-003	0.9491	0.2514	9.2900e-003	0.2607	0.0000	959.1806	959.1806	0.0362	0.0000	960.0860	

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT		
Congregate Care (Assisted Living)	430.00	483.45	519.75	1,539,279	1,539,279		
Other Asphalt Surfaces	0.00	0.00	0.00				
Parking Lot	0.00	0.00	0.00				
Retirement Community	282.00	245.48	238.64	924,637	924,637		
Total	712.00	728.93	758.39	2,463,916	2,463,916		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Congregate Care (Assisted Living)	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Retirement Community	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Congregate Care (Assisted Living)	0.548600	0.036250	0.186898	0.112544	0.014284	0.004806	0.017604	0.070134	0.001409	0.001147	0.004508	0.000918	0.000898
Other Asphalt Surfaces	0.548600	0.036250	0.186898	0.112544	0.014284	0.004806	0.017604	0.070134	0.001409	0.001147	0.004508	0.000918	0.000898
Parking Lot	0.548600	0.036250	0.186898	0.112544	0.014284	0.004806	0.017604	0.070134	0.001409	0.001147	0.004508	0.000918	0.000898
Retirement Community	0.548600	0.036250	0.186898	0.112544	0.014284	0.004806	0.017604	0.070134	0.001409	0.001147	0.004508	0.000918	0.000898

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

Category	tons/yr													MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e		
Electricity Mitigated					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	237.0502	237.0502	9.7900e-003	2.0200e-003	237.8983		
Electricity Unmitigated					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	296.3128	296.3128	0.0122	2.5300e-003	297.3728		
NaturalGas Mitigated	0.0138	0.1175	0.0500	7.5000e-004	9.5000e-003	9.5000e-003	9.5000e-003	9.5000e-003	9.5000e-003	9.5000e-003	0.0000	136.1284	136.1284	2.6100e-003	2.5000e-003	136.9373		
NaturalGas Unmitigated	0.0138	0.1175	0.0500	7.5000e-004	9.5000e-003	9.5000e-003	9.5000e-003	9.5000e-003	9.5000e-003	9.5000e-003	0.0000	136.1284	136.1284	2.6100e-003	2.5000e-003	136.9373		

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	Natural Gas Use kBTU/yr	tons/yr										MT/yr					CO2e
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	
Congregate Care (Assisted Living)	1.75174e+006	9.4500e-003	0.0807	0.0344	5.2000e-004	6.5300e-003	6.5300e-003	6.5300e-003	6.5300e-003	6.5300e-003	6.5300e-003	0.0000	93.4795	93.4795	1.7900e-003	1.7100e-003	94.0350
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Retirement Community	799210	4.3100e-003	0.0368	0.0157	2.4000e-004	2.9800e-003	2.9800e-003	2.9800e-003	2.9800e-003	2.9800e-003	2.9800e-003	0.0000	42.6489	42.6489	8.2000e-004	7.8000e-004	42.9023
Total		0.0138	0.1176	0.0500	7.6000e-004	9.5100e-003	9.5100e-003	9.5100e-003	9.5100e-003	9.5100e-003	9.5100e-003	0.0000	136.1284	136.1284	2.6100e-003	2.4900e-003	136.9373

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

5.2 Energy by Land Use - Natural Gas

Mitigated

Land Use	Natural Gas Use kBTU/yr	tons/yr										MT/yr				CO2e	
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4		N2O
Congregate Care (Assisted Living)	1.75174e+006	9.4500e-003	0.0807	0.0344	5.2000e-004	6.5300e-003	6.5300e-003	6.5300e-003	6.5300e-003	6.5300e-003	6.5300e-003	0.0000	93.4795	93.4795	1.7900e-003	1.7100e-003	94.0350
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Retirement Community	799210	4.3100e-003	0.0368	0.0157	2.4000e-004	2.9800e-003	2.9800e-003	2.9800e-003	2.9800e-003	2.9800e-003	2.9800e-003	0.0000	42.6489	42.6489	8.2000e-004	7.8000e-004	42.9023
Total		0.0138	0.1176	0.0500	7.6000e-004	9.5100e-003	9.5100e-003	9.5100e-003	9.5100e-003	9.5100e-003	9.5100e-003	0.0000	136.1284	136.1284	2.6100e-003	2.4900e-003	136.9373

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	592363	188.7395	7.7900e-003	1.6100e-003	189.4147
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	29400	9.3675	3.9000e-004	8.0000e-005	9.4010
Retirement Community	308221	98.2058	4.0500e-003	8.4000e-004	98.5572
Total		296.3128	0.0122	2.5300e-003	297.3728

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Mitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
	kWh/yr	MT/yr			
Congregate Care (Assisted Living)	473890	150.9916	6.2300e-003	1.2900e-003	151.5317
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	23520	7.4940	3.1000e-004	6.0000e-005	7.5208
Retirement Community	246577	78.5647	3.2400e-003	6.7000e-004	78.8457
Total		237.0502	9.7800e-003	2.0200e-003	237.8983

6.0 Area Detail

6.1 Mitigation Measures Area

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Mitigated	1.0366	0.0718	2.2928	4.1000e-004		0.0163	0.0163	0.0163	0.0163	0.0163	0.0000	56.5441	56.5441	4.6000e-003	9.7000e-004	56.9477
Unmitigated	1.0366	0.0718	2.2928	4.1000e-004		0.0163	0.0163	0.0163	0.0163	0.0163	0.0000	56.5441	56.5441	4.6000e-003	9.7000e-004	56.9477
	MT/yr															

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Architectural Coating	0.0782					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8843					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	5.3400e-003	0.0456	0.0194	2.9000e-004	3.6900e-003	3.6900e-003	3.6900e-003	3.6900e-003	3.6900e-003	3.6900e-003	0.0000	52.8302	52.8302	1.0100e-003	9.7000e-004	53.1441
Landscaping	0.0687	0.0262	2.2734	1.2000e-004		0.0126	0.0126		0.0126	0.0126	0.0000	3.7140	3.7140	3.5800e-003	0.0000	3.8036
Total	1.0366	0.0718	2.2928	4.1000e-004		0.0163	0.0163		0.0163	0.0163	0.0000	56.5441	56.5441	4.5900e-003	9.7000e-004	56.9477
	MT/yr															

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

6.2 Area by SubCategory

Mitigated

SubCategory	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.0782					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8843					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	5.3400e-003	0.0456	0.0194	2.9000e-004	3.6900e-003	3.6900e-003	3.6900e-003	3.6900e-003	3.6900e-003	0.0000	52.8302	52.8302	1.0700e-003	9.7000e-004	53.1441	
Landscaping	0.0687	0.0262	2.2734	1.2000e-004	0.0126	0.0126	0.0126	0.0126	0.0126	0.0000	3.7140	3.7140	3.5800e-003	0.0000	0.0000	3.8036
Total	1.0366	0.0718	2.2928	4.1000e-004	0.0163	0.0163	0.0163	0.0163	0.0163	0.0000	56.5441	56.5441	4.5900e-003	9.7000e-004	56.9477	

7.0 Water Detail

7.1 Mitigation Measures Water

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	96.0039	0.4709	0.0118	111.2944
Unmitigated	96.0039	0.4709	0.0118	111.2944

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Congregate Care (Assisted Living)	9.38218 / 5.91485	62.8389	0.3082	7.7300e-003	72.8472
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Retirement Community	4.95171 / 3.12173	33.1650	0.1627	4.0800e-003	38.4471
Total		96.0039	0.4709	0.0118	111.2944

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

7.2 Water by Land Use

Mitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Congregate Care (Assisted Living)	9.38218 / 5.91485	62.8389	0.3082	7.7300e-003	72.8472
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Retirement Community	4.95171 / 3.12173	33.1650	0.1627	4.0800e-003	38.4471
Total		96.0039	0.4709	0.0118	111.2944

8.0 Waste Detail

8.1 Mitigation Measures Waste

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	33.7696	1.9957	0.0000	83.6627
Unmitigated	33.7696	1.9957	0.0000	83.6627

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Congregate Care (Assisted Living)	131.4	26.6730	1.5763	0.0000	66.0813
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Retirement Community	34.96	7.0966	0.4194	0.0000	17.5814
Total		33.7696	1.9957	0.0000	83.6627

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

8.2 Waste by Land Use

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
		MT/yr			
Congregate Care (Assisted Living)	131.4	26.6730	1.5763	0.0000	66.0813
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Retirement Community	34.96	7.0966	0.4194	0.0000	17.5814
Total		33.7696	1.9957	0.0000	83.6627

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Glen Ivy Senior Community (Operations) - Riverside-South Coast County, Annual

Equipment Type	Number
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11.0 Vegetation

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APPENDIX 4.3:

EMFAC2017

Source: EMFAC2017 (v1.0.3) Emissions Inventory

Region Type: Sub-Area

Region: Riverside (SC)

Calendar Year: 2023

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	CalYr	VehClass	MdYr	Speed	Fuel	Population	VMT	Fuel_Consumption	Fuel_Consumption	Total Fuel	VMT	Total VMT	Miles per Gallon	Vehicle Class
Riverside (SC)	2023	HHDT	Aggregate	Aggregate	Gasoline	6,287,048,944	470,757,2646	0.1087168293	269084.7531	470,757,2646	2000831.243	7.44	HHDT	
Riverside (SC)	2023	HHDT	Aggregate	Aggregate	Diesel	15,994,29576	1,988,254,022	263,953,2757	1988254.022	1988254.022				
Riverside (SC)	2023	HHDT	Aggregate	Aggregate	Gasoline	297,833,9277	1,210,646,352	5,022,760,484	12106.46352	12106.46352				
Riverside (SC)	2023	LDA	Aggregate	Aggregate	Gasoline	6,000,732,2625	241,068,7196	730,230,9972	734950.915	24106871.96	24831107.93	33.79	LDA	
Riverside (SC)	2023	LDA	Aggregate	Aggregate	Diesel	60,224,55725	25,207,86078	4,719,917,791	252078.6078	252078.6078				
Riverside (SC)	2023	LDA	Aggregate	Aggregate	Electric	1,181,258,063	4,721,157,3583	0	4721157.3583	4721157.3583				
Riverside (SC)	2023	LDT1	Aggregate	Aggregate	Gasoline	6,162,099,11	2,305,410,758	81,958,23074	2305410.758	2326765.882	28.38	LDT1		
Riverside (SC)	2023	LDT1	Aggregate	Aggregate	Diesel	25,822,94405	564,550,7588	0.02156798	564.5507588	564.5507588				
Riverside (SC)	2023	LDT1	Aggregate	Aggregate	Electric	500,226,5064	20,790,57268	0	20790.57268	20790.57268				
Riverside (SC)	2023	LDT2	Aggregate	Aggregate	Gasoline	1,868,441,926	7,271,356,285	2,722,201,339	7271356.285	7390732.737	27.02	LDT2		
Riverside (SC)	2023	LDT2	Aggregate	Aggregate	Diesel	1,179,189,513	5,238,915,473	1,299,389,9383	52389.15473	52389.15473				
Riverside (SC)	2023	LDT2	Aggregate	Aggregate	Electric	2,020,047,417	6,698,729,664	0	66987.29664	66987.29664				
Riverside (SC)	2023	LHDT1	Aggregate	Aggregate	Gasoline	15,202,192,19	4,894,083,926	44,787,94149	489408.3926	1012657.526	14.58	LHDT1		
Riverside (SC)	2023	LHDT1	Aggregate	Aggregate	Diesel	1,587,817,916	5,323,491,337	24,670,70229	532349.1337	532349.1337				
Riverside (SC)	2023	LHDT2	Aggregate	Aggregate	Gasoline	2,254,447,347	7,284,378,455	7,620,327,883	72843.78455	276453.3551	15.26	LHDT2		
Riverside (SC)	2023	LHDT2	Aggregate	Aggregate	Diesel	6,182,746,468	20,360,957,05	10,500,10946	203609.5705	203609.5705				
Riverside (SC)	2023	MCY	Aggregate	Aggregate	Gasoline	2,847,524,545	17,907,506,01	4,725,448,328	179075.0601	179075.0601	37.90	MCY		
Riverside (SC)	2023	MDV	Aggregate	Aggregate	Gasoline	1,542,041,049	5,532,730,192	261,618,9822	5532730.192	5717270.278	21.45	MDV		
Riverside (SC)	2023	MDV	Aggregate	Aggregate	Diesel	3,492,231,312	14,362,476,37	4,862,752,584	143624.7637	143624.7637				
Riverside (SC)	2023	MDV	Aggregate	Aggregate	Electric	1,314,447,545	4,091,532,239	0	40915.32239	40915.32239				
Riverside (SC)	2023	MH	Aggregate	Aggregate	Gasoline	4,646,002,839	3,604,500,319	6,920,030,798	36045.00319	51245.8412	6.17	MH		
Riverside (SC)	2023	MH	Aggregate	Aggregate	Diesel	1,979,944,695	15,200,838,01	1,387,811,41	15200.83801	15200.83801				
Riverside (SC)	2023	MHDT	Aggregate	Aggregate	Gasoline	1,361,919,314	5,552,281,781	10,399,79838	55522.81781	804084.1257	10.77	MHDT		
Riverside (SC)	2023	MHDT	Aggregate	Aggregate	Diesel	1,160,106,75	7,485,613,079	64,226,63636	748561.3079	748561.3079				
Riverside (SC)	2023	OBUS	Aggregate	Aggregate	Gasoline	437,806,8702	1,496,141,41	2,859,206,488	14961.4141	31071.97019	6.74	OBUS		
Riverside (SC)	2023	OBUS	Aggregate	Aggregate	Diesel	2,217,033,657	16,110,5561	1,753,990,567	16110.5561	16110.5561				
Riverside (SC)	2023	SBUS	Aggregate	Aggregate	Gasoline	4,288,888,994	14,909,417,31	1,679,727,113	14909.41731	42556.73324	8.06	SBUS		
Riverside (SC)	2023	SBUS	Aggregate	Aggregate	Diesel	872,877,2386	27,647,315,93	3,602,427,315	27647.31593	42556.73324				
Riverside (SC)	2023	UBUS	Aggregate	Aggregate	Gasoline	1,654,254,964	3,232,910,5069	3,744,875,418	323291.05069	50365.41497	4.97	UBUS		
Riverside (SC)	2023	UBUS	Aggregate	Aggregate	Diesel	0,141,961,099	11,677,693,01	0,001,254,634	1167769301	1167769301				
Riverside (SC)	2023	UBUS	Aggregate	Aggregate	Electric	0,058,469,431	1,251,702,935	0	1251702935	1251702935				
Riverside (SC)	2023	UBUS	Aggregate	Aggregate	Gasoline	206,293,9379	27,061,434,88	6,397,860,652	27061.43488	27061.43488				

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