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# **Moreno Valley Business Park – Phase II**

## **AIR QUALITY IMPACT ANALYSIS**

### **CITY OF MORENO VALLEY**

PREPARED BY:

Haseeb Qureshi  
hqureshi@urbanxroads.com

Alyssa Barnett  
abarnett@urbanxroads.com

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## **LIST OF ABBREVIATED TERMS**

|                                  |                                                                                |
|----------------------------------|--------------------------------------------------------------------------------|
| %                                | Percent                                                                        |
| °F                               | Degrees Fahrenheit                                                             |
| (1)                              | Reference                                                                      |
| µg/m <sup>3</sup>                | Microgram per Cubic Meter                                                      |
| <i>1992 CO Plan</i>              | <i>1992 Federal Attainment Plan for Carbon Monoxide</i>                        |
| <i>1993 CEQA Handbook</i>        | <i>SCAQMD's CEQA Air Quality Handbook (1993)</i>                               |
| <i>2016-2040 RTP/SCS</i>         | <i>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy</i> |
| AB 2595                          | California Clean Air Act                                                       |
| ADT                              | Average Daily Trips                                                            |
| AQIA                             | Air Quality Impact Analysis                                                    |
| AQMP                             | Air Quality Management Plan                                                    |
| BACT                             | Best Available Control Technology                                              |
| BC                               | Black Carbon                                                                   |
| <i>Brief</i>                     | <i>Brief of Amicus Curiae by the SCAQMD in the Friant Ranch Case</i>           |
| C <sub>2</sub> Cl <sub>4</sub>   | Perchloroethylene                                                              |
| C <sub>4</sub> H <sub>6</sub>    | 1,3-butadiene                                                                  |
| C <sub>6</sub> H <sub>6</sub>    | Benzene                                                                        |
| C <sub>2</sub> H <sub>3</sub> Cl | Vinyl Chloride                                                                 |
| C <sub>2</sub> H <sub>4</sub> O  | Acetaldehyde                                                                   |
| CAA                              | Federal Clean Air Act                                                          |
| CAAQS                            | California Ambient Air Quality Standards                                       |
| CalEEMod                         | California Emissions Estimator Model                                           |
| CalEPA                           | California Environmental Protection Agency                                     |
| CALGreen                         | California Green Building Standards Code                                       |
| CAP                              | Climate Action Plan                                                            |
| 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                                           |
| <i>CEQA Guidelines</i>           | <i>2019 CEQA Statute and Guidelines</i>                                        |
| CH <sub>2</sub> O                | Formaldehyde                                                                   |
| City                             | City of Moreno Valley                                                          |
| CO                               | Carbon Monoxide                                                                |

|                        |                                                                 |
|------------------------|-----------------------------------------------------------------|
| COH                    | Coefficient of Haze                                             |
| COHb                   | Carboxyhemoglobin                                               |
| Cr(VI)                 | Chromium                                                        |
| CTP                    | Clean Truck Program                                             |
| DPM                    | Diesel Particulate Matter                                       |
| DRRP                   | Diesel Risk Reduction Plan                                      |
| EC                     | Elemental Carbon                                                |
| EIR                    | Environmental Impact Report                                     |
| EMFAC                  | EMissions FACtor Model                                          |
| EPA                    | Environmental Protection Agency                                 |
| ETW                    | Equivalent Test Weight                                          |
| FAR                    | Floor Area Ratio                                                |
| GHG                    | Greenhouse Gas                                                  |
| GVWR                   | Gross Vehicle Weight Rating                                     |
| H <sub>2</sub> S       | Hydrogen Sulfide                                                |
| HDT                    | Heavy Duty Trucks                                               |
| HHDT                   | Heavy-Heavy-Duty Trucks                                         |
| HI                     | Hazard Index                                                    |
| hp                     | Horsepower                                                      |
| ITE                    | Institute of Transportation Engineers                           |
| lbs                    | Pounds                                                          |
| lbs/day                | Pounds Per Day                                                  |
| LDA                    | Light Duty Auto                                                 |
| LDT1/LDT2              | Light-Duty Trucks                                               |
| LHDT1/LHDT2            | Light-Heavy-Duty Trucks                                         |
| LST                    | Localized Significance Threshold                                |
| <i>LST Methodology</i> | <i>Final Localized Significance Threshold Methodology</i>       |
| MATES                  | Multiple Air Toxics Exposure Study                              |
| MCY                    | Motorcycles                                                     |
| MDV                    | Medium-Duty Vehicles                                            |
| MHDT                   | Medium-Heavy-Duty Trucks                                        |
| MICR                   | Maximum Individual Cancer Risk                                  |
| MM                     | Mitigation Measures                                             |
| mph                    | Miles Per Hour                                                  |
| MWELO                  | California Department of Water Resources' Model Water Efficient |
| N <sub>2</sub>         | Nitrogen                                                        |
| N <sub>2</sub> O       | Nitrous Oxide                                                   |

|                           |                                                    |
|---------------------------|----------------------------------------------------|
| NAAQS                     | National Ambient Air Quality Standards             |
| NO                        | Nitric Oxide                                       |
| NO <sub>2</sub>           | Nitrogen Dioxide                                   |
| NO <sub>x</sub>           | Nitrogen Oxides                                    |
| O <sub>2</sub>            | Oxygen                                             |
| O <sub>3</sub>            | Ozone                                              |
| O <sub>2</sub> Deficiency | Chronic Hypoxemia                                  |
| OBD-II                    | On-Board Diagnostic                                |
| ODC                       | Ozone Depleting Compounds                          |
| Pb                        | Lead                                               |
| PCE                       | Passenger Car Equivalent                           |
| PM <sub>10</sub>          | Particulate Matter 10 microns in diameter or less  |
| PM <sub>2.5</sub>         | Particulate Matter 2.5 microns in diameter or less |
| POLA                      | Port of Los Angeles                                |
| POLB                      | Port of Long Beach                                 |
| ppm                       | Parts Per Million                                  |
| Project                   | Moreno Valley Business Park – Phase II             |
| RECLAIM                   | Regional Clean Air Incentives Market               |
| RFG-2                     | Reformulated Gasoline Regulation                   |
| ROG                       | Reactive Organic Gases                             |
| SCAB                      | South Coast Air Basin                              |
| SCAG                      | Southern California Association of Governments     |
| SCAQMD                    | South Coast Air Quality Management District        |
| sf                        | Square Feet                                        |
| SIPs                      | State Implementation Plans                         |
| SO <sub>2</sub>           | Sulfur Dioxide                                     |
| SO <sub>4</sub>           | Sulfates                                           |
| SO <sub>x</sub>           | Sulfur Oxides                                      |
| SoCalGas                  | The Southern California Gas Company                |
| SR-60                     | State Route 60                                     |
| SRA                       | Source Receptor Area                               |
| TAC                       | Toxic Air Contaminant                              |
| Title 24                  | California Building Code                           |
| TITLE I                   | Non-Attainment Provisions                          |
| TITLE II                  | Mobile Sources Provisions                          |
| TSF                       | Thousand Square Feet                               |
| UFP                       | Ultrafine Particles                                |
| URBEMIS                   | URBan EMISsions                                    |

|     |                            |
|-----|----------------------------|
| VMТ | Vehicle Miles Traveled     |
| VOC | Volatile Organic Compounds |
| vph | Vehicles Per Hour          |

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## EXECUTIVE SUMMARY

### ES.1 SUMMARY OF FINDINGS

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

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

| Analysis                         | Report Section | Significance Findings        |            |
|----------------------------------|----------------|------------------------------|------------|
|                                  |                | Unmitigated                  | Mitigated  |
| Regional Construction Emissions  | 3.4            | <i>Less Than Significant</i> | <i>n/a</i> |
| Localized Construction Emissions | 3.7            | <i>Less Than Significant</i> | <i>n/a</i> |
| Regional Operational Emissions   | 3.5            | <i>Less Than Significant</i> | <i>n/a</i> |
| Localized Operational Emissions  | 3.8            | <i>Less Than Significant</i> | <i>n/a</i> |
| CO “Hot Spot” Analysis           | 3.9            | <i>Less Than Significant</i> | <i>n/a</i> |
| Air Quality Management Plan      | 3.10           | <i>Less Than Significant</i> | <i>n/a</i> |
| Sensitive Receptors              | 3.11           | <i>Less Than Significant</i> | <i>n/a</i> |
| Odors                            | 3.12           | <i>Less Than Significant</i> | <i>n/a</i> |
| Cumulative Impacts               | 3.13           | <i>Less Than Significant</i> | <i>n/a</i> |

### ES.2 REGULATORY REQUIREMENTS

There are numerous requirements that development projects must comply with by law, and that were put in place by federal, State, and local regulatory agencies for the improvement of air quality.

Any operation or activity that might cause the emission of any smoke, fly ash, dust, fumes, vapors, gases, or other forms of air pollution, which can cause damage to human health, vegetation, or

other forms of property, or can cause excessive soiling on any other parcel shall conform to the requirements of the SCAQMD.

#### **SCAQMD RULES**

South Coast Air Quality Management District (SCAQMD) Rules that are currently applicable during construction activity for this Project are described below.

#### **SCAQMD RULE 401**

A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.

#### **SCAQMD RULE 402**

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

**Odor Emissions.** All uses shall be operated in a manner such that no offensive odor is perceptible at or beyond the property line of that use.

#### **SCAQMD RULE 403**

This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent and reduce fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust and requires best available control measures to be applied to earth moving and grading activities.

**Dust Control, Operations.** Any operation or activity that might cause the emission of any smoke, fly ash, dust, fumes, vapors, gases, or other forms of air pollution, which can cause damage to human health, vegetation, or other forms of property, or can cause excessive soiling on any other parcel, shall conform to the requirements of the SCAQMD.

#### **SCAQMD RULE 1113**

This rule serves to limit the Volatile Organic Compound (VOC) content of architectural coatings used on projects in the SCAQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects.

#### **SCAQMD RULE 1301**

This rule is intended to provide that pre-construction review requirements to ensure that new or relocated facilities do not interfere with progress in attainment of the National Ambient Air



Quality Standards (NAAQS), while future economic growth within the SCAQMD is not unnecessarily restricted. The specific air quality goal is to achieve no net increases from new or modified permitted sources of nonattainment air contaminants or their precursors. Rule 1301 also limits emission increases of ammonia, and Ozone Depleting Compounds (ODCs) from new, modified or relocated facilities by requiring the use of Best Available Control Technology (BACT).

#### **SCAQMD RULE 2305**

The SCAQMD adopted Rule 2305, the Warehouse Indirect Source Rule, on May 7, 2021. Owners and operators associated with warehouses 100,000 square feet (sf) or larger are required to directly reduce nitrogen oxides (NO<sub>x</sub>) and particulate matter emissions, or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities.

Although the Project would comply with the above regulatory requirements, it should be noted that emission reductions associated with Rules 401, 402, 1301, and 2305 cannot be quantified in the California Emissions Estimator Model (CalEEMod) and are therefore not reflected in the emissions presented herein. Conversely, Rule 403 (Fugitive Dust) (2) and Rule 1113 (Architectural Coatings) (3) can be modeled in CalEEMod. As such, credit for Rule 403 and Rule 1113 have been taken in the analysis.

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# **1 INTRODUCTION**

This report presents the results of the AQIA prepared by Urban Crossroads, Inc., for the proposed Moreno Valley Business Park – Phase II (Project). The purpose of this AQIA is to evaluate the potential impacts to air quality associated with construction and operation of the Project and recommend measures to mitigate impacts considered potentially significant in comparison to thresholds established by the SCAQMD.

## **1.1 SITE LOCATION**

The proposed project is located northerly of State Route 60 (SR-60) at Heacock Street in the northwesterly portion of the City of Moreno Valley, in western Riverside County. The Project considered herein comprises approximately 9.98 acres within Specific Plan No. 205, located immediately southeasterly of Ironwood Avenue at Heacock Street, as shown on Exhibit 1-A.

## **1.2 PROJECT DESCRIPTION**

The Project is proposed to consist of a single 220,390 sf industrial building (Building 5) which will be evaluated assuming 154,270 sf of warehousing use (70% of the overall sf), 33,060 sf of manufacturing use (15% of the overall sf), and 33,060 sf of high-cube cold storage warehouse use (15% of the overall sf) for a total of 220,390 sf of industrial uses. A preliminary site plan for the proposed Project is shown on Exhibit 1-B.

It is expected that the Project business operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. This analysis includes a conservative assumption of on-site Project-related emission sources for potential future tenants, including architectural coatings, consumer products, landscape maintenance equipment, natural gas, electricity, mobile operations, and on-site cargo handling equipment. This analysis is intended to describe air quality impacts associated with the expected typical operational activities at the Project site. To present a conservative approach, this report assumes the Project would operate 24-hours daily for seven days per week.

## EXHIBIT 1-A: LOCATION MAP



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## 2 AIR QUALITY SETTING

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

### 2.1 SOUTH COAST AIR BASIN (SCAB)

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

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

### 2.2 REGIONAL CLIMATE

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

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

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

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



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

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

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

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

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

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

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



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

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

## 2.4 CRITERIA POLLUTANTS

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

**TABLE 2-1: CRITERIA POLLUTANTS**

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

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

| Criteria Pollutant | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Sources                                                                                                                          | Health Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| NO <sub>x</sub>    | NO <sub>x</sub> consist of nitric oxide (NO), nitrogen dioxide (NO <sub>2</sub> ) and nitrous oxide (N <sub>2</sub> O) and are formed when nitrogen (N <sub>2</sub> ) combines with O <sub>2</sub> . Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. NO <sub>x</sub> is typically created during combustion processes and are major contributors to smog formation and acid deposition. NO <sub>2</sub> is a criteria air pollutant and may result in numerous adverse health effects; it absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of NO <sub>x</sub> compounds, NO <sub>2</sub> is the most abundant in the atmosphere. As ambient concentrations of NO <sub>2</sub> are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO <sub>2</sub> than those indicated by regional monitoring station. | Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating. | <p>Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO<sub>2</sub> at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO<sub>2</sub> in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.</p> <p>In animals, exposure to levels of NO<sub>2</sub> considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of O<sub>3</sub> exposure increases when animals are exposed to a combination of O<sub>3</sub> and NO<sub>2</sub>.</p> |
| O <sub>3</sub>     | O <sub>3</sub> is a highly reactive and unstable gas that is formed when VOCs and NO <sub>x</sub> , both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O <sub>3</sub> concentrations are generally highest during the summer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Formed when reactive organic gases (ROG) and NO <sub>x</sub> react in the presence of sunlight. ROG sources include any source   | Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for O <sub>3</sub> effects. Short-term exposure (lasting for a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

| Criteria Pollutant | Description                                                                                                                                                                                                                                           | Sources                                                                                                                                                           | Health Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    | months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.                                                                                                                            | that burns fuels, (e.g., gasoline, natural gas, wood, oil) solvents, petroleum processing and storage and pesticides.                                             | <p>few hours) to O<sub>3</sub> at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated O<sub>3</sub> levels are associated with increased school absences. In recent years, a correlation between elevated ambient O<sub>3</sub> levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple outdoor sports and reside in communities with high O<sub>3</sub> levels.</p> <p>O<sub>3</sub> exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes O<sub>3</sub> may be more toxic than exposure to O<sub>3</sub> alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.</p> |
| Particulate Matter | PM <sub>10</sub> : A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. Particulate matter pollution is a major cause of reduce visibility (haze) which is caused by the scattering of light | Sources of PM <sub>10</sub> include road dust, windblown dust and construction. Also formed from other pollutants (acid rain, NO <sub>x</sub> , SO <sub>x</sub> , | A consistent correlation between elevated ambient fine particulate matter (PM <sub>10</sub> and PM <sub>2.5</sub> ) levels and an increase in mortality rates, respiratory infections, number and severity of                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Criteria Pollutant | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Sources                                                                                                                                                                                                                                                                                                  | Health Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    | <p>and consequently the significant reduction air clarity. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. Additionally, it should be noted that PM<sub>10</sub> is considered a criteria air pollutant.</p> <p>PM<sub>2.5</sub>: A similar air pollutant to PM<sub>10</sub> consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include SO<sub>4</sub> formed from SO<sub>2</sub> release from power plants and industrial facilities and nitrates that are formed from NO<sub>x</sub> release from power plants, automobiles, and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions. PM<sub>2.5</sub> is a criteria air pollutant.</p> | <p>organics). Incomplete combustion of any fuel.</p> <p>PM<sub>2.5</sub> comes from fuel combustion in motor vehicles, equipment, and industrial sources, residential and agricultural burning. Also formed from reaction of other pollutants (acid rain, NO<sub>x</sub>, SO<sub>x</sub>, organics).</p> | <p>asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer.</p> <p>Daily fluctuations in PM<sub>2.5</sub> concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long term exposure to particulate matter.</p> <p>The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM<sub>10</sub> and PM<sub>2.5</sub>.</p> |
| VOC                | <p>VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>Organic chemicals are widely used as ingredients in household products. Paints, varnishes, and wax all contain organic solvents, as do many cleaning, disinfecting, cosmetic, degreasing and hobby products.</p>                                                                                      | <p>Breathing VOCs can irritate the eyes, nose, and throat, can cause difficulty breathing and nausea, and can damage the central nervous system as well as other organs. Some VOCs can cause cancer. Not all VOCs have all these health effects, though many have several.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

| Criteria Pollutant | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Sources                                                                                                                                                          | Health Effects                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    | form O <sub>3</sub> to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O <sub>3</sub> , which is a criteria pollutant. The terms VOC and ROG (see below) interchangeably.                                           | Fuels are made up of organic chemicals. All of these products can release organic compounds while you are using them, and, to some degree, when they are stored. |                                                                                                                                                                                                                                                                                                                                                                                                                       |
| ROG                | Similar to VOC, ROG are also precursors in forming O <sub>3</sub> and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO <sub>x</sub> react in the presence of sunlight. ROG are a criteria pollutant since they are a precursor to O <sub>3</sub> , which is a criteria pollutant. The terms ROG and VOC (see previous) interchangeably.                               | Sources similar to VOCs.                                                                                                                                         | Health effects similar to VOCs.                                                                                                                                                                                                                                                                                                                                                                                       |
| Lead (Pb)          | Pb is a heavy metal that is highly persistent in the environment and is considered a criteria pollutant. In the past, the primary source of Pb in the air was emissions from vehicles burning leaded gasoline. The major sources of Pb emissions are ore and metals processing, particularly Pb smelters, and piston-engine aircraft operating on leaded aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. It should be noted that the Project does not include | Metal smelters, resource recovery, leaded gasoline, deterioration of Pb paint.                                                                                   | Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased Pb levels are associated with increased blood pressure. |

| Criteria Pollutant | Description                                                                                                                                                                  | Sources                                                                                                | Health Effects                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    | operational activities such as metal processing or Pb acid battery manufacturing. As such, the Project is not anticipated to generate a quantifiable amount of Pb emissions. |                                                                                                        | Pb poisoning can cause anemia, lethargy, seizures, and death; although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers. |
| Odor               | Odor means the perception experienced by a person when one or more chemical substances in the air come into contact with the human olfactory nerves (7).                     | Odors can come from many sources including animals, human activities, industry, natures, and vehicles. | Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, studies have shown that the VOCs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.                                             |

## 2.5 EXISTING AIR QUALITY

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

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



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

| Ambient Air Quality Standards                     |                         |                                    |                                                        |                                                         |                                   |                                                                     |
|---------------------------------------------------|-------------------------|------------------------------------|--------------------------------------------------------|---------------------------------------------------------|-----------------------------------|---------------------------------------------------------------------|
| Pollutant                                         | Averaging Time          | California Standards <sup>1</sup>  |                                                        | National Standards <sup>2</sup>                         |                                   |                                                                     |
|                                                   |                         | Concentration <sup>3</sup>         | Method <sup>4</sup>                                    | Primary <sup>3,5</sup>                                  | Secondary <sup>3,6</sup>          | Method <sup>7</sup>                                                 |
| Ozone (O <sub>3</sub> ) <sup>8</sup>              | 1 Hour                  | 0.09 ppm (180 µg/m <sup>3</sup> )  | Ultraviolet Photometry                                 | —                                                       | Same as Primary Standard          | Ultraviolet Photometry                                              |
|                                                   | 8 Hour                  | 0.070 ppm (137 µg/m <sup>3</sup> ) |                                                        | 0.070 ppm (137 µg/m <sup>3</sup> )                      |                                   |                                                                     |
| Respirable Particulate Matter (PM10) <sup>9</sup> | 24 Hour                 | 50 µg/m <sup>3</sup>               | Gravimetric or Beta Attenuation                        | 150 µg/m <sup>3</sup>                                   | Same as Primary Standard          | Inertial Separation and Gravimetric Analysis                        |
|                                                   | Annual Arithmetic Mean  | 20 µg/m <sup>3</sup>               |                                                        | —                                                       |                                   |                                                                     |
| Fine Particulate Matter (PM2.5) <sup>9</sup>      | 24 Hour                 | —                                  | —                                                      | 35 µg/m <sup>3</sup>                                    | Same as Primary Standard          | Inertial Separation and Gravimetric Analysis                        |
|                                                   | Annual Arithmetic Mean  | 12 µg/m <sup>3</sup>               | Gravimetric or Beta Attenuation                        | 12.0 µg/m <sup>3</sup>                                  | 15 µg/m <sup>3</sup>              |                                                                     |
| Carbon Monoxide (CO)                              | 1 Hour                  | 20 ppm (23 mg/m <sup>3</sup> )     | Non-Dispersive Infrared Photometry (NDIR)              | 35 ppm (40 mg/m <sup>3</sup> )                          | —                                 | Non-Dispersive Infrared Photometry (NDIR)                           |
|                                                   | 8 Hour                  | 9.0 ppm (10 mg/m <sup>3</sup> )    |                                                        | 9 ppm (10 mg/m <sup>3</sup> )                           | —                                 |                                                                     |
|                                                   | 8 Hour (Lake Tahoe)     | 6 ppm (7 mg/m <sup>3</sup> )       |                                                        | —                                                       | —                                 |                                                                     |
| Nitrogen Dioxide (NO <sub>2</sub> ) <sup>10</sup> | 1 Hour                  | 0.18 ppm (339 µg/m <sup>3</sup> )  | Gas Phase Chemiluminescence                            | 100 ppb (188 µg/m <sup>3</sup> )                        | —                                 | Gas Phase Chemiluminescence                                         |
|                                                   | Annual Arithmetic Mean  | 0.030 ppm (57 µg/m <sup>3</sup> )  |                                                        | 0.053 ppm (100 µg/m <sup>3</sup> )                      | Same as Primary Standard          |                                                                     |
| Sulfur Dioxide (SO <sub>2</sub> ) <sup>11</sup>   | 1 Hour                  | 0.25 ppm (655 µg/m <sup>3</sup> )  | Ultraviolet Fluorescence                               | 75 ppb (196 µg/m <sup>3</sup> )                         | —                                 | Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method) |
|                                                   | 3 Hour                  | —                                  |                                                        | —                                                       | 0.5 ppm (1300 µg/m <sup>3</sup> ) |                                                                     |
|                                                   | 24 Hour                 | 0.04 ppm (105 µg/m <sup>3</sup> )  |                                                        | 0.14 ppm (for certain areas) <sup>11</sup>              | —                                 |                                                                     |
|                                                   | Annual Arithmetic Mean  | —                                  |                                                        | 0.030 ppm (for certain areas) <sup>11</sup>             | —                                 |                                                                     |
| Lead <sup>12,13</sup>                             | 30 Day Average          | 1.5 µg/m <sup>3</sup>              | Atomic Absorption                                      | —                                                       | —                                 | High Volume Sampler and Atomic Absorption                           |
|                                                   | Calendar Quarter        | —                                  |                                                        | 1.5 µg/m <sup>3</sup> (for certain areas) <sup>12</sup> | Same as Primary Standard          |                                                                     |
|                                                   | Rolling 3-Month Average | —                                  |                                                        | 0.15 µg/m <sup>3</sup>                                  |                                   |                                                                     |
| Visibility Reducing Particles <sup>14</sup>       | 8 Hour                  | See footnote 14                    | Beta Attenuation and Transmittance through Filter Tape | No National Standards                                   |                                   |                                                                     |
| Sulfates                                          | 24 Hour                 | 25 µg/m <sup>3</sup>               | Ion Chromatography                                     |                                                         |                                   |                                                                     |
| Hydrogen Sulfide                                  | 1 Hour                  | 0.03 ppm (42 µg/m <sup>3</sup> )   | Ultraviolet Fluorescence                               |                                                         |                                   |                                                                     |
| Vinyl Chloride <sup>12</sup>                      | 24 Hour                 | 0.01 ppm (26 µg/m <sup>3</sup> )   | Gas Chromatography                                     |                                                         |                                   |                                                                     |

See footnotes on next page ...

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

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

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

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## 2.6 REGIONAL AIR QUALITY

Air pollution contributes to a wide variety of adverse health effects. The EPA has established NAAQS for six of the most common air pollutants: CO, Pb, O<sub>3</sub>, particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), NO<sub>2</sub>, and SO<sub>2</sub> which are known as criteria pollutants. The SCAQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Pb air monitoring sites throughout the air district (10). On February 21, 2019, CARB posted the 2018 amendments to the state and national area designations. See Table 2-3 for attainment designations for the SCAB (11). Appendix 2.1 provides geographic representation of the state and federal attainment status for applicable criteria pollutants within the SCAB.

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

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

Note: See Appendix 2.1 for a detailed map of State/National Area Designations within the SCAB

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

## 2.7 LOCAL AIR QUALITY

The SCAQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas [SRA]) throughout the district in order to provide Southern California residents about the air quality conditions. The Project site is located within the Perris Valley area (SRA 24). The Perris Valley monitoring station is located approximately 10.9 miles north of the Project site and reports air quality statistics for O<sub>3</sub> and PM<sub>10</sub>. The Metropolitan Riverside County monitoring station which is located 10.5 miles northwest of the Project site in SRA 23, records air quality data for CO, NO<sub>2</sub>, and PM<sub>2.5</sub>. It should be noted that data from Metropolitan Riverside County monitoring station was utilized in lieu of the Perris Valley monitoring station only in instances where data was not available.

The most recent three (3) years of data available is shown on Table 2-4 and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Development Site. Data for O<sub>3</sub>, CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> for 2018 through 2020 was obtained from the SCAQMD Air Quality Data Tables (12).

<sup>1</sup> The Federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.



Additionally, data for SO<sub>2</sub> has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO<sub>2</sub> concentrations.

**TABLE 2-4: PROJECT AREA AIR QUALITY MONITORING SUMMARY 2018-2020**

| Pollutant                                                  | Standard                | Year  |       |       |
|------------------------------------------------------------|-------------------------|-------|-------|-------|
|                                                            |                         | 2018  | 2019  | 2020  |
| O <sub>3</sub>                                             |                         |       |       |       |
| Maximum Federal 1-Hour Concentration (ppm)                 |                         | 0.117 | 0.118 | 0.125 |
| Maximum Federal 8-Hour Concentration (ppm)                 |                         | 0.103 | 0.095 | 0.106 |
| Number of Days Exceeding State 1-Hour Standard             | > 0.09 ppm              | 31    | 26    | 34    |
| Number of Days Exceeding State/Federal 8-Hour Standard     | > 0.070 ppm             | 67    | 64    | 74    |
| CO                                                         |                         |       |       |       |
| Maximum Federal 1-Hour Concentration                       | > 35 ppm                | 2.2   | 1.5   | 1.9   |
| Maximum Federal 8-Hour Concentration                       | > 20 ppm                | 2.0   | 1.2   | 1.4   |
| NO <sub>2</sub>                                            |                         |       |       |       |
| Maximum Federal 1-Hour Concentration                       | > 0.100 ppm             | 0.055 | 0.056 | 0.066 |
| Annual Federal Standard Design Value                       |                         | 0.014 | 0.014 | 0.014 |
| PM <sub>10</sub>                                           |                         |       |       |       |
| Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> ) | > 150 µg/m <sup>3</sup> | 64    | 97    | 77    |
| Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )        |                         | 29.7  | 25.3  | 35.9  |
| Number of Days Exceeding Federal 24-Hour Standard          | > 150 µg/m <sup>3</sup> | 0     | 0     | 0     |
| Number of Days Exceeding State 24-Hour Standard            | > 50 µg/m <sup>3</sup>  | 3     | 4     | 6     |
| PM <sub>2.5</sub>                                          |                         |       |       |       |
| Maximum Federal 24-Hour Concentration (µg/m <sup>3</sup> ) | > 35 µg/m <sup>3</sup>  | 50.70 | 46.70 | 41.00 |
| Annual Federal Arithmetic Mean (µg/m <sup>3</sup> )        | > 12 µg/m <sup>3</sup>  | 12.41 | 11.13 | 12.63 |
| Number of Days Exceeding Federal 24-Hour Standard          | > 35 µg/m <sup>3</sup>  | 2     | 4     | 4     |

ppm = Parts Per Million

µg/m<sup>3</sup> = Microgram per Cubic Meter

Source: Data for O<sub>3</sub>, CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> was obtained from SCAQMD Air Quality Data Tables.

## 2.8 REGULATORY BACKGROUND

### 2.8.1 FEDERAL REGULATIONS

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

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

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions) (15) (16). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants  $O_3$ ,  $NO_2$ ,  $SO_2$ ,  $PM_{10}$ , CO,  $PM_{2.5}$ , and Pb. The NAAQS were amended in July 1997 to include an additional standard for  $O_3$  and to adopt a NAAQS for  $PM_{2.5}$ . Table 2-3 (previously presented) provides the NAAQS within the SCAB.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and  $NO_x$ .  $NO_x$  is a collective term that includes all forms of  $NO_x$  which are emitted as byproducts of the combustion process.

## **2.8.2 CALIFORNIA REGULATIONS**

### **CARB**

CARB, which became part of the CalEPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for  $SO_4$ , visibility, hydrogen sulfide ( $H_2S$ ), and vinyl chloride ( $C_2H_3Cl$ ). However, at this time,  $H_2S$  and  $C_2H_3Cl$  are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS (17) (13).

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

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

- Application of Best Available Retrofit Control Technology to existing sources;

- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a 5% or more annual reduction in emissions or 15% or more in a period of three years for ROGs, NO<sub>x</sub>, CO and PM<sub>10</sub>. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than 5% per year under certain circumstances.

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

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption.

The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission.

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2019 California Green Building Code Standards that became effective January 1, 2020.

Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. CALGreen recognizes that many jurisdictions have developed existing construction waste and demolition ordinances and defers to them as the ruling guidance provided they establish a minimum 65% diversion requirement.

The code also provides exemptions for areas not served by construction waste and demolition recycling infrastructure. The State Building Code provides the minimum standard that buildings must meet in order to be certified for occupancy, which is generally enforced by the local building official.

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

The 2019 Title 24 standards would result in less energy use, thereby reducing air pollutant emissions associated with energy consumption in the SCAB and across the State of California. For example, the 2019 Title 24 standards require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting requirements for nonresidential buildings.

The CEC anticipates that single-family homes built with the 2019 standards would use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards would use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings (such as the Project) would use approximately 30% less energy due to lighting upgrade requirements (18).

Because the Project would be constructed after January 1, 2019, the 2019 CALGreen standards are applicable to the Project and require, among other items (19):

#### **NONRESIDENTIAL MANDATORY MEASURES**

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- Electric vehicle (EV) charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3).
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8)
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section
- 5.408.1.1. 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
  - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)

- Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
- Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
- Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

### 2.8.3 AQMP

Currently, the NAAQS and CAAQS are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMP to meet the state and federal ambient air quality standards (18). AQMPs are updated regularly to ensure an effective reduction in emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. A detailed discussion on the AQMP and Project consistency with the AQMP is provided in Section 3.10.

## 2.9 REGIONAL AIR QUALITY IMPROVEMENT

The Project is within the jurisdiction of the SCAQMD. In 1976, California adopted the Lewis Air Quality Management Act which created SCAQMD from a voluntary association of air pollution control districts in Los Angeles, Orange, Riverside, and San Bernardino counties. The geographic area of which SCAQMD consists of is known as the SCAB. SCAQMD develops comprehensive plans and regulatory programs for the region to attain federal standards by dates specified in federal law. The agency is also responsible for meeting state standards by the earliest date achievable, using reasonably available control measures.

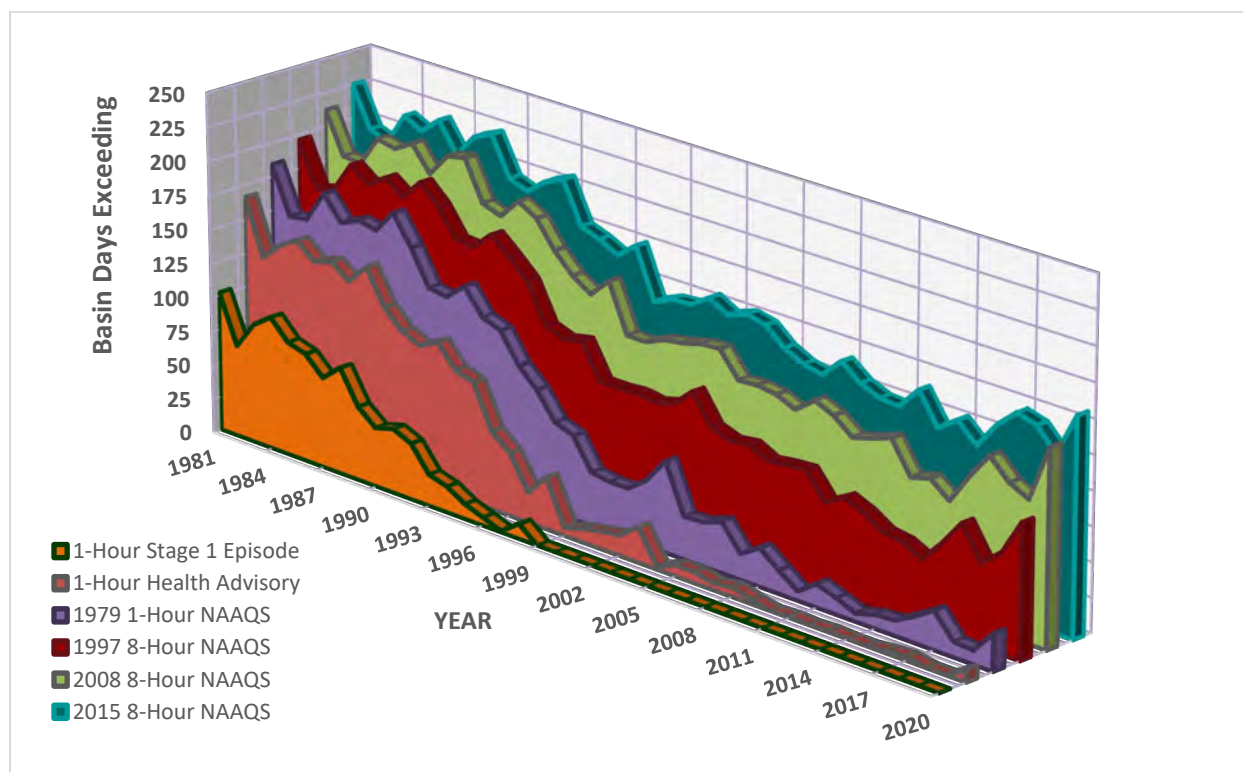


SCAQMD rule development through the 1970s and 1980s resulted in dramatic improvement in SCAB air quality. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii) uniform CEQA review throughout the SCAB. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the state level by CARB.

As discussed above, the SCAQMD is the lead agency charged with regulating air quality emission reductions for the entire SCAB. SCAQMD created AQMPs which represent a regional blueprint for achieving healthful air on behalf of the 16 million residents of the SCAB. The 2012 AQMP states, “the remarkable historical improvement in air quality since the 1970’s is the direct result of Southern California’s comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs,” (19).

Emissions of O<sub>3</sub>, NO<sub>x</sub>, VOC, and CO have been decreasing in the SCAB since 1975 and are projected to continue to decrease through 2020 (20). These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NO<sub>x</sub> and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO<sub>x</sub> emissions from electric utilities have also decreased due to use of cleaner fuels and renewable energy. O<sub>3</sub> contour maps show that the number of days exceeding the 8-hour NAAQS has generally decreased between 1980 and 2020. For 2020, there was an overall decrease in exceedance days compared with the 1980 period. However, as shown on Table 2-5, O<sub>3</sub> levels have increased in the past three years due to higher temperatures and stagnant weather conditions. Notwithstanding, O<sub>3</sub> levels in the SCAB have decreased substantially over the last 30 years with the current maximum measured concentrations being approximately one-third of concentrations within the late 70’s (21).

**TABLE 2-5: SCAB O<sub>3</sub> TREND**

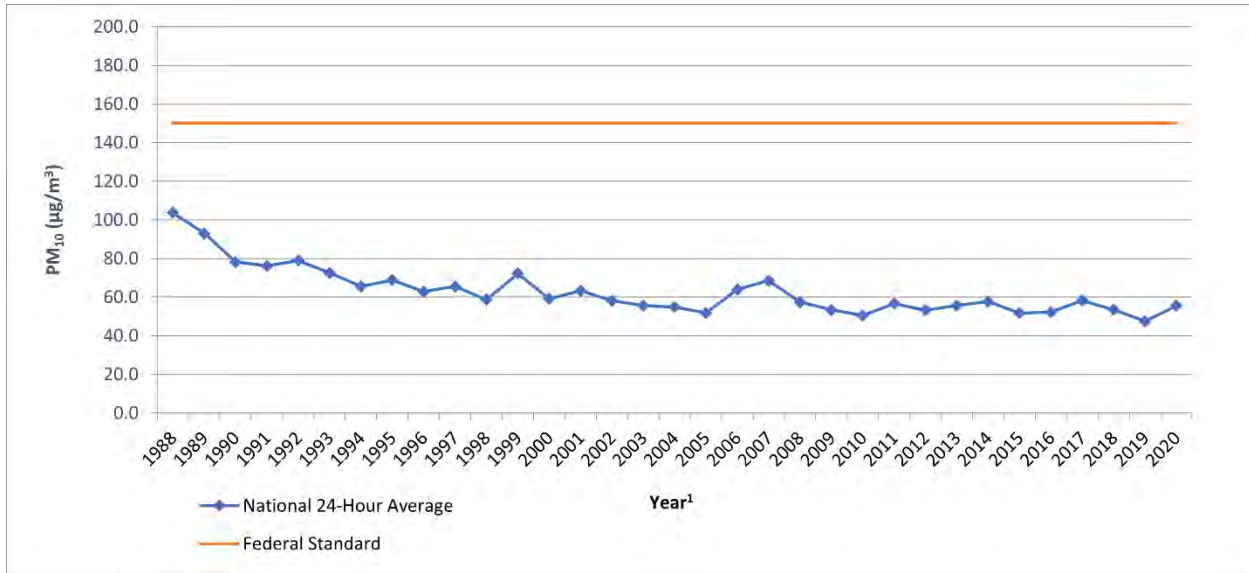


Source: 2020 SCAQMD, Historical O<sub>3</sub> Air Quality Trends (1976-2020)

The overall trends of PM<sub>10</sub> and PM<sub>2.5</sub> levels in the air (not emissions) show an overall improvement since 1975. Direct emissions of PM<sub>10</sub> have remained somewhat constant in the SCAB and direct emissions of PM<sub>2.5</sub> have decreased slightly since 1975. Area wide sources (fugitive dust from roads, dust from construction, and other sources) contribute the greatest amount of direct particulate matter emissions.

As with other pollutants, the most recent PM<sub>10</sub> statistics show an overall improvement as illustrated in Tables 2-6 and 2-7. During the period for which data are available, the 24-hour national annual average concentration for PM<sub>10</sub> decreased by approximately 46%, from 103.7 microgram per cubic meter (µg/m<sup>3</sup>) in 1988 to 55.5 µg/m<sup>3</sup> in 2020 (22). Although the values are below the federal standard, it should be noted that there are days within the year where the concentrations would exceed the threshold. The 24-hour state annual average for emissions for PM<sub>10</sub>, have decreased by approximately 64%, from 93.9 µg/m<sup>3</sup> in 1989 to 33.9 µg/m<sup>3</sup> in 2020 (22). Although data in the late 1990's show some variability, this is probably due to the advances in meteorological science rather than a change in emissions. Similar to the ambient concentrations, the calculated number of days above the 24-hour PM<sub>10</sub> standards has also shown an overall drop.

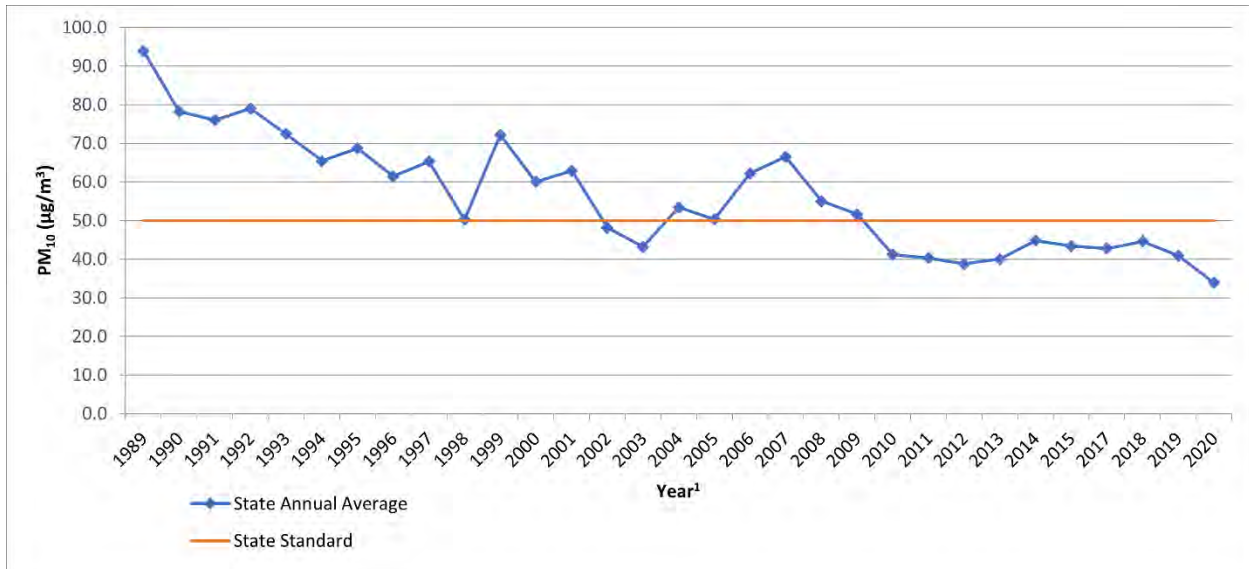
**TABLE 2-6: SCAB AVERAGE 24-HOUR CONCENTRATION PM<sub>10</sub> TREND (BASED ON FEDERAL STANDARD)<sup>1</sup>**



Source: 2020 CARB, iADAM: Top Four Summary: PM<sub>10</sub> 24-Hour Averages (1988-2020)

<sup>1</sup> Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

**TABLE 2-7: SCAB ANNUAL AVERAGE CONCENTRATION PM<sub>10</sub> TREND (BASED ON STATE STANDARD)<sup>1</sup>**

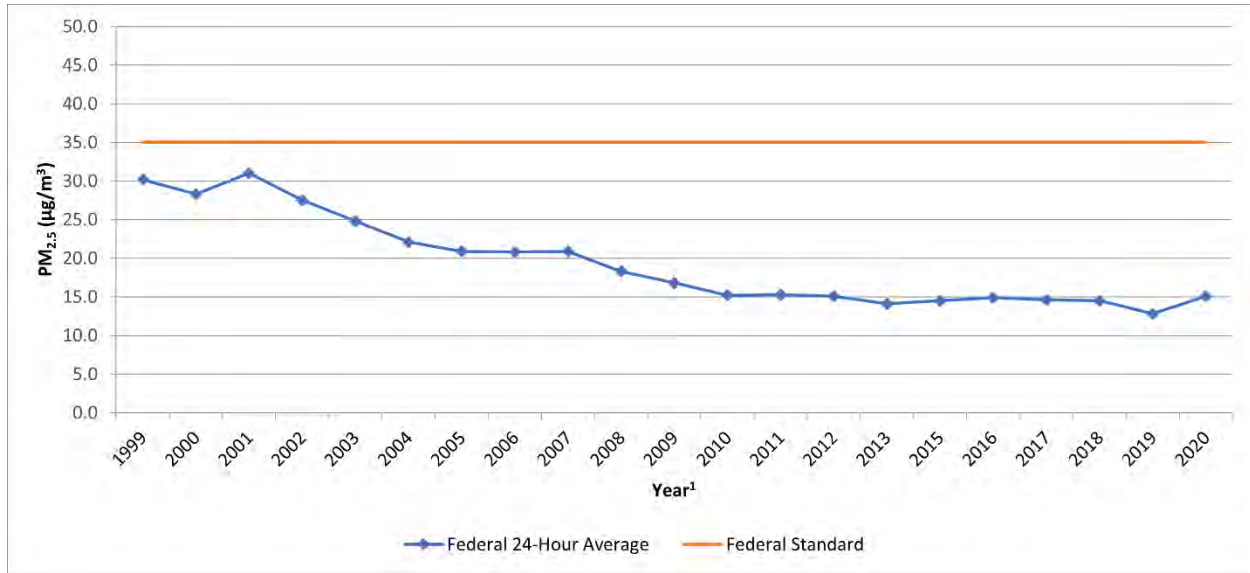


Source: 2020 CARB, iADAM: Top Four Summary: PM<sub>10</sub> 24-Hour Averages (1988-2020)

<sup>1</sup> Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

Tables 2-8 and 2-9 shows the most recent 24-hour average PM<sub>2.5</sub> concentrations in the SCAB from 1999 through 2020. Overall, the national and state annual average concentrations have decreased by almost 50% and 31% respectively (22). It should be noted that the SCAB is currently designated as nonattainment for the state and federal PM<sub>2.5</sub> standards.

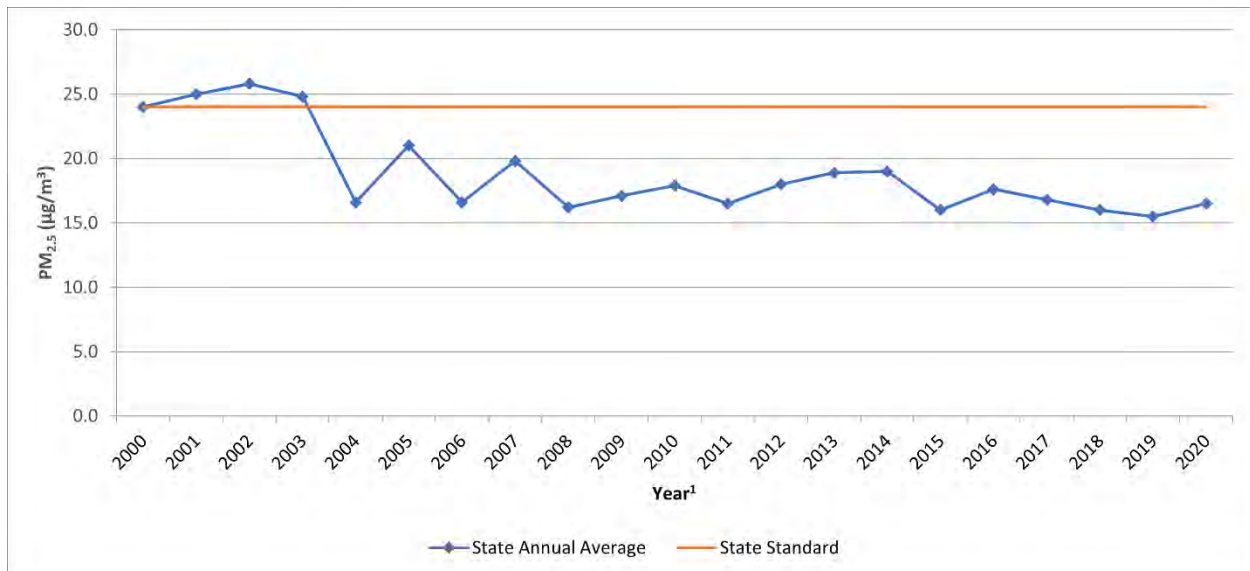
**TABLE 2-8: SCAB 24-HOUR AVERAGE CONCENTRATION PM<sub>2.5</sub> TREND (BASED ON FEDERAL STANDARD)<sup>1</sup>**



Source: 2020 CARB, iADAM: Top Four Summary: PM<sub>2.5</sub> 24-Hour Averages (1999-2020)

<sup>1</sup> Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

**TABLE 2-9: SCAB ANNUAL AVERAGE CONCENTRATION PM<sub>2.5</sub> TREND (BASED ON STATE STANDARD)<sup>1</sup>**



Source: 2020 CARB, iADAM: Top Four Summary: PM<sub>2.5</sub> 24-Hour Averages (1999-2020)

<sup>1</sup> Some years have been omitted from the table as insufficient data (or no) data has been reported. Years with reported value of "0" have also been omitted.

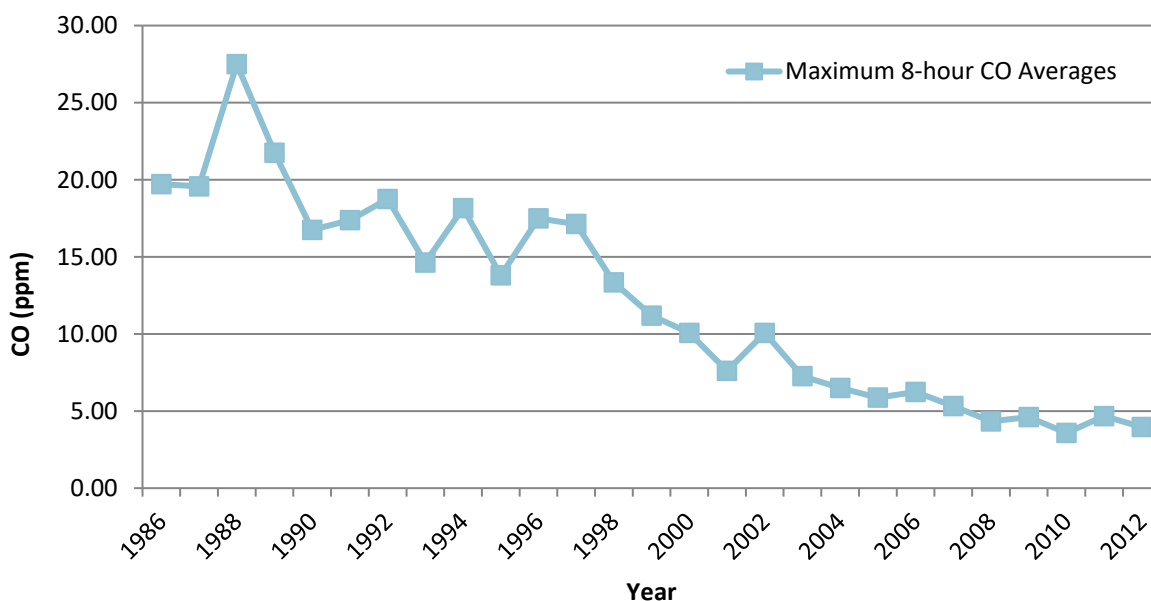
While the 2012 AQMP PM<sub>10</sub> attainment demonstration and the 2015 associated supplemental SIP submission indicated that attainment of the 24-hour standard was predicted to occur by the end of 2015, it could not anticipate the effect of the ongoing drought on the measured PM<sub>2.5</sub>.

The 2006 to 2010 base period used for the 2012 attainment demonstration had near-normal rainfall. While the trend of PM<sub>2.5</sub>-equivalent emission reductions continued through 2015, the severe drought conditions contributed to the PM<sub>2.5</sub> increases observed after 2012. As a result of the disrupted progress toward attainment of the federal 24-hour PM<sub>2.5</sub> standard, SCAQMD submitted a request and the EPA approved, in January 2016, a “bump up” to the nonattainment classification from “moderate” to “serious,” with a new attainment deadline as soon as practicable, but not beyond December 31, 2019. As of March 14, 2019, the EPA approved portions of a SIP revision submitted by California to address CAA requirements for the 2006 24-hour PM<sub>2.5</sub> NAAQS in the Los Angeles-SCAB Serious PM<sub>2.5</sub> nonattainment area. The EPA also approved 2017 and 2019 motor vehicle emissions budgets for transportation conformity purposes and inter-pollutant trading ratios for use in transportation conformity analyses (23).

In March 2017, the SCAQMD released the Final 2016 AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels (24). Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) and updated emission inventory methodologies for various source categories (18).

The 2022 AQMP is currently being developed by SCAQMD to address the EPA’s strengthened ozone standard. Development of the 2022 AQMP is in its early stages and no formal timeline for completion and adoption is currently known.

The most recent CO concentrations in the SCAB are shown in Table 2-10 (22). CO concentrations in the SCAB have decreased markedly — a total decrease of more about 80% in the peak 8-hour concentration from 1986 to 2012. It should be noted 2012 is the most recent year where 8-hour CO averages and related statistics are available in the SCAB. The number of exceedance days has also declined. The entire SCAB is now designated as attainment for both the state and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations.

**TABLE 2-10: SCAB 8-HOUR AVERAGE CONCENTRATION CO TREND<sup>1</sup>**

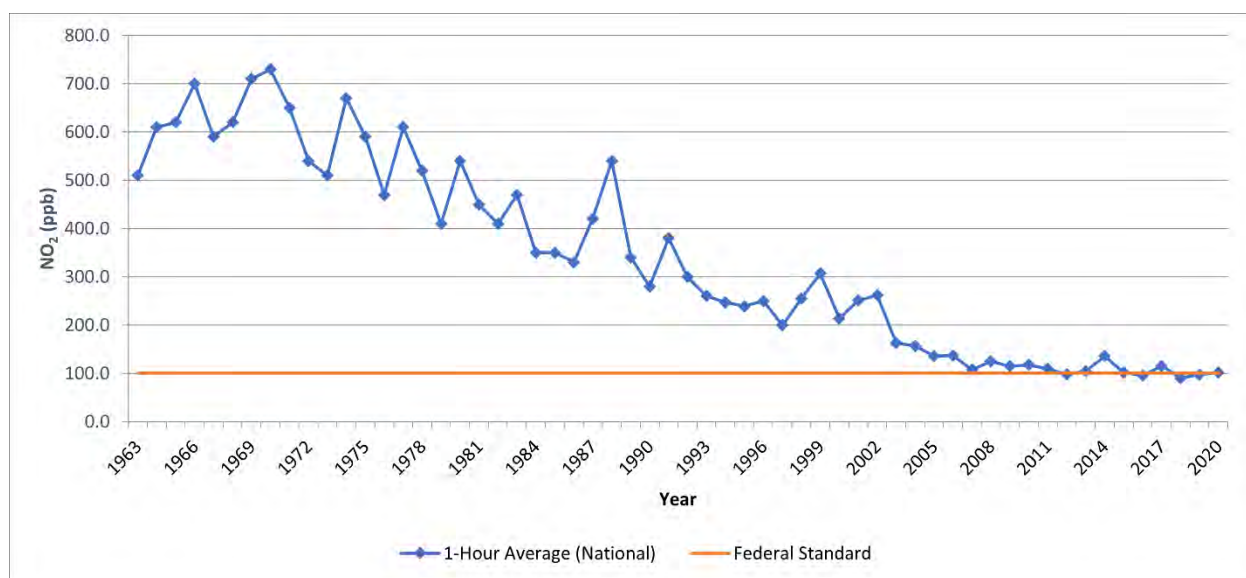
Source: 2020 CARB, iADAM: Top Four Summary: CO 8-Hour Averages (1986-2012)

<sup>1</sup> The most recent year where 8-hour concentration data is available is 2012.

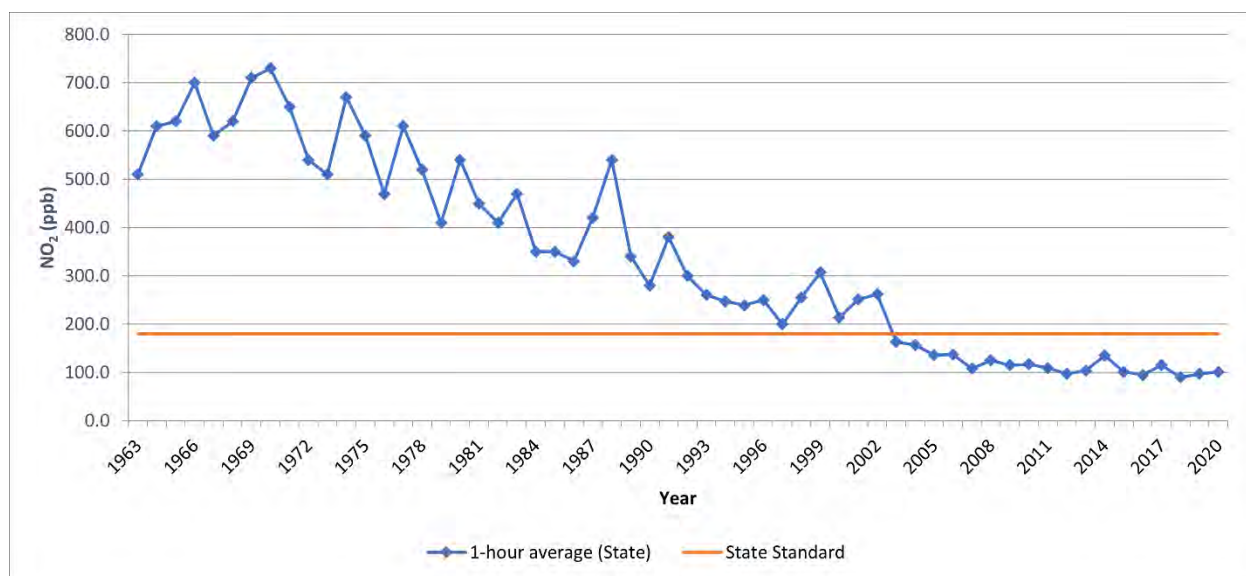
Part of the control process of the SCAQMD's duty to greatly improve the air quality in the SCAB is the uniform CEQA review procedures required by SCAQMD's *CEQA Air Quality Handbook (1993)* (1993 *CEQA Handbook*) (25). The single threshold of significance used to assess Project direct and cumulative impacts has in fact "worked" as evidenced by the track record of the air quality in the SCAB dramatically improving over the course of the past decades. As stated by the SCAQMD, the District's thresholds of significance are based on factual and scientific data and are therefore appropriate thresholds of significance to use for this Project.

The most recent NO<sub>2</sub> data for the SCAB is shown in Tables 2-11 and 2-12 (22). Over the last 50 years, NO<sub>2</sub> values have decreased significantly; the peak 1-hour national and state averages for 2020 is approximately 80% lower than what it was during 1963. The SCAB attained the State 1-hour NO<sub>2</sub> standard in 1994, bringing the entire state into attainment. A new state annual average standard of 0.030 ppm was adopted by CARB in February 2007 (26). The new standard is just barely exceeded in the SCAQMD. NO<sub>2</sub> is formed from NO<sub>x</sub> emissions, which also contribute to O<sub>3</sub>. As a result, the majority of the future emission control measures would be implemented as part of the overall O<sub>3</sub> control strategy. Many of these control measures would target mobile sources, which account for more than three-quarters of California's NO<sub>x</sub> emissions. These measures are expected to bring the SCAQMD into attainment of the state annual average standard.



**TABLE 2-11: SCAB 1-HOUR AVERAGE CONCENTRATION NO<sub>2</sub> TREND (BASED ON FEDERAL STANDARD)**

Source: 2020 CARB, iADAM: Top Four Summary: CO 1-Hour Averages (1963-2020)

**TABLE 2-12: SCAB 1-HOUR AVERAGE CONCENTRATION NO<sub>2</sub> TREND (BASED ON STATE STANDARD)**

Source: 2020 CARB, iADAM: Top Four Summary: CO 1-Hour Averages (1963-2020)

### 2.9.1 TOXIC AIR CONTAMINANTS (TAC) TRENDS

In 1984, as a result of public concern for exposure to airborne carcinogens, CARB adopted regulations to reduce the amount of TAC emissions resulting from mobile and area sources, such as cars, trucks, stationary sources, and consumer products. According to the *Ambient and Emission Trends of Toxic Air Contaminants in California* journal article (27) which was prepared for CARB, results show that between 1990-2012, ambient concentration and emission trends for

the seven TACs responsible for most of the known cancer risk associated with airborne exposure in California have declined significantly (between 1990 and 2012). The seven TACs studied include those that are derived from mobile sources: diesel particulate matter (DPM), benzene ( $C_6H_6$ ), and 1,3-butadiene ( $C_4H_6$ ); those that are derived from stationary sources: perchloroethylene ( $C_2Cl_4$ ) and hexavalent chromium ( $Cr(VI)$ ); and those derived from photochemical reactions of emitted VOCs: formaldehyde ( $CH_2O$ ) and acetaldehyde ( $C_2H_4O$ )<sup>2</sup>. The decline in ambient concentration and emission trends of these TACs are a result of various regulations CARB has implemented to address cancer risk.

### MOBILE SOURCE TACs

CARB introduced two programs that aimed at reducing mobile emissions for light and medium duty vehicles through vehicle emissions controls and cleaner fuel. In California, light-duty vehicles sold after 1996 are equipped with California's second-generation On-Board Diagnostic (OBD-II) system. The OBD-II system monitors virtually every component that can affect the emission performance of the vehicle to ensure that the vehicle remains as clean as possible over its entire life and assists repair technicians in diagnosing and fixing problems with the computerized engine controls. If a problem is detected, the OBD-II system illuminates a warning lamp on the vehicle instrument panel to alert the driver. This warning lamp typically contains the phrase "Check Engine" or "Service Engine Soon." The system would also store important information about the detected malfunction so that a repair technician can accurately find and fix the problem. CARB has recently developed similar OBD requirements for heavy-duty vehicles over 14,000 pounds (lbs). CARB's phase II Reformulated Gasoline Regulation (RFG-2), adopted in 1996, also led to a reduction of mobile source emissions. Through such regulations, benzene levels declined 88% from 1990-2012. 1,3-Butadiene concentrations also declined 85% from 1990-2012 as a result of the use of reformulated gasoline and motor vehicle regulations (27).

In 2000, CARB's Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15 ppm) diesel fuel. As a result of these measures, DPM concentrations have declined 68% since 2000, even though the state's population increased 31% and the amount of diesel vehicles miles traveled increased 81%, as shown on Exhibit 2-B. With the implementation of these diesel-related control regulations, CARB expects a DPM decline of 71% for 2000-2020.

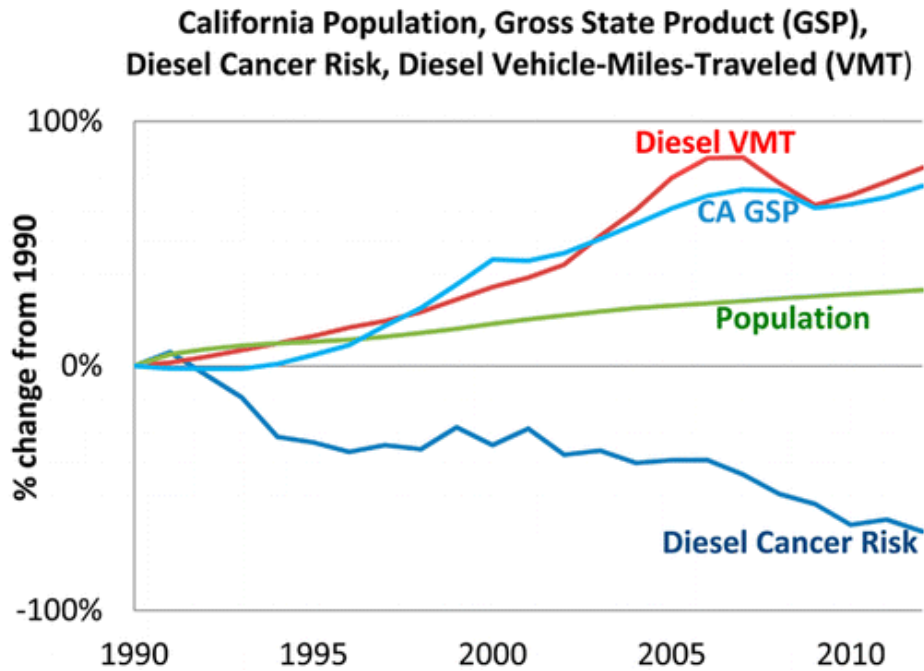
SCAQMD's Multiple Air Toxics Exposure Study (MATES) study, discussed later illustrates the cancer risk trends, which show an approximate 80% reduction in risk from 2000 to 2020, which correlates to the reductions in DPM anticipated by CARB.

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<sup>2</sup> It should be noted that ambient DPM concentrations are not measured directly. Rather, a surrogate method using the coefficient of haze (COH) and elemental carbon (EC) is used to estimate DPM concentrations.



## EXHIBIT 2-A: DPM AND DIESEL VEHICLE MILES TREND



### DIESEL REGULATIONS

CARB and the Ports of Los Angeles and Long Beach (POLA and POLB) have adopted several iterations of regulations for diesel trucks that are aimed at reducing DPM. More specifically, CARB Drayage Truck Regulation (28), CARB statewide On-road Truck and Bus Regulation (29), and the Ports of Los Angeles and Long Beach Clean Truck Program (CTP) require accelerated implementation of “clean trucks” into the statewide truck fleet (30). In other words, older more polluting trucks would be replaced with newer, cleaner trucks as a function of these regulatory requirements.

Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, would dramatically be reduced due to the aforementioned regulatory requirements.

Diesel emissions identified in this analysis would therefore overstate future DPM emissions since not all the regulatory requirements are reflected in the modeling.

### CANCER RISK TRENDS

Based on information available from CARB, overall cancer risk throughout the SCAB has had a declining trend since 1990. In 1998, following an exhaustive 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. The SCAQMD initiated a comprehensive urban toxic air pollution study called the MATES. DPM accounts for more than 70% of the cancer risk.

In January 2018, as part of the overall effort to reduce air toxics exposure in the SCAB, SCAQMD began conducting the MATES V Program. MATES V field measurements were conducted at ten fixed sites (the same sites selected for MATES III and IV) to assess trends in air toxics levels. MATES V also included measurements of ultrafine particles (UFP) and black carbon (BC) concentrations, which can be compared to the UFP levels measured in MATES IV (31). The draft report for the MATES V study was published in late May and the comment submission deadline on June 7, 2021. In addition to new measurements and updated modeling results, several key updates were implemented in MATES V. First, MATES V estimates cancer risks by taking into account multiple exposure pathways, which includes inhalation and non-inhalation pathways. This approach is consistent with how cancer risks are estimated in South Coast AQMD's programs such as permitting, Air Toxics Hot Spots (AB2588), and CEQA. Previous MATES studies quantified the cancer risks based on the inhalation pathway only. Second, along with cancer risk estimates, MATES V includes information on the chronic non-cancer risks from inhalation and non-inhalation pathways for the first time. Cancer risks and chronic non-cancer risks from MATES II through IV measurements have been re-examined using current Office of Environmental Health Hazard Assessment (OEHHHA) and CalEPA risk assessment methodologies and modern statistical methods to examine the trends over time (32).

MATES-V calculated cancer risks based on monitoring data collected at ten fixed sites within the SCAB. None of the fixed monitoring sites are within the local area of the Project site. However, MATES-V has extrapolated the excess cancer risk levels throughout the SCAB by modeling the specific grids. The Project is located within a quadrant of the geographic grid of the MATES-V model which predicted a cancer risk of 344 per million for the area containing the Project site. DPM is included in this cancer risk along with all other TAC sources. As in previous MATES iterations, DPM is the largest contributor to overall air toxics cancer risk. However, the average levels of DPM in MATES V are 53% lower at the 10 monitoring sites compared to MATES IV. Cumulative Project generated TACs are limited to DPM.

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### 3 PROJECT AIR QUALITY IMPACT

#### 3.1 INTRODUCTION

This study quantifies air quality emissions generated by construction and operation of the Project and addresses whether the Project conflicts with implementation of the SCAQMD's AQMP and Lead Agency planning regulations. The analysis of Project-generated air emissions determines whether the Project would result in a cumulatively considerable net increase of any criteria pollutant for which the SCAB is in non-attainment under an applicable NAAQS and CAAQS. Additionally, the Project has been evaluated to determine whether the Project would expose sensitive receptors to substantial pollutant concentrations and the impacts of odors. The significance of these potential impacts is described in the following sections.

#### 3.2 STANDARDS OF SIGNIFICANCE

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

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

The SCAQMD has also developed regional significance thresholds for other regulated pollutants, as summarized at Table 3-1 (33). The SCAQMD's *CEQA Air Quality Significance Thresholds* (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

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

| Pollutant         | Regional Construction Threshold | Regional Operational Thresholds |
|-------------------|---------------------------------|---------------------------------|
| NO <sub>x</sub>   | 100 lbs/day                     | 55 lbs/day                      |
| VOC               | 75 lbs/day                      | 55 lbs/day                      |
| PM <sub>10</sub>  | 150 lbs/day                     | 150 lbs/day                     |
| PM <sub>2.5</sub> | 55 lbs/day                      | 55 lbs/day                      |
| SO <sub>x</sub>   | 150 lbs/day                     | 150 lbs/day                     |
| CO                | 550 lbs/day                     | 550 lbs/day                     |
| Pb                | 3 lbs/day                       | 3 lbs/day                       |

lbs/day = Pounds Per Day

### 3.3 MODELS EMPLOYED TO ANALYZE AIR QUALITY

#### 3.3.1 CalEEMod

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

In May 2021, 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 2020.4.0. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO<sub>x</sub>, SO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from MMs (34). Accordingly, the latest version of CalEEMod has been used for this Project to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in Appendices 3.1 through 3.4.

### 3.4 CONSTRUCTION EMISSIONS

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

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

#### GRADING ACTIVITIES

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

#### ON-ROAD TRIPS

Construction generates on-road vehicle emissions from vehicle usage for workers, hauling, and vendors commuting to and from the site. The number of workers, hauling, and vendor trips are presented below in Table 3-2. It should be noted that for Vendor Trips, specifically, CalEEMod only assigns Vendor Trips to the Building Construction phase. Vendor trips would likely occur during all phases of construction. As such, the CalEEMod defaults for Vendor Trips have been adjusted based on a ratio of the total vendor trips to the number of days of each subphase of activity.

**TABLE 3-2: CONSTRUCTION TRIP ASSUMPTIONS**

| Construction Activity | Worker Trips Per Day | Vendor Trips Per Day | Hauling Trips Per Day |
|-----------------------|----------------------|----------------------|-----------------------|
| Site Preparation      | 18                   | 3                    | 0                     |
| Grading               | 15                   | 5                    | 0                     |
| Building Construction | 183                  | 63                   | 0                     |
| Paving                | 15                   | 0                    | 0                     |
| Architectural Coating | 37                   | 0                    | 0                     |

**3.4.1 CONSTRUCTION DURATION**

Construction is anticipated to begin in August 2022 and will last through July 2023. The construction schedule utilized in the analysis, shown in Table 3-3, represents a “worst-case” analysis scenario should construction occur any time after the respective dates since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent<sup>3</sup>. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per *CEQA Guidelines* (1).

**TABLE 3-3: CONSTRUCTION DURATION**

| Construction Activity | Start Date | End Date   | Days |
|-----------------------|------------|------------|------|
| Site Preparation      | 08/01/2022 | 08/12/2022 | 10   |
| Grading               | 08/13/2022 | 09/09/2022 | 20   |
| Building Construction | 09/10/2022 | 07/28/2023 | 230  |
| Paving                | 07/03/2023 | 07/28/2023 | 20   |
| Architectural Coating | 06/05/2023 | 07/28/2023 | 40   |

**3.4.2 CONSTRUCTION EQUIPMENT**

Consistent with industry standards and typical construction practices, each piece of equipment listed in Table 3-4 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.

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

**TABLE 3-4: CONSTRUCTION EQUIPMENT ASSUMPTIONS**

| Construction Activity | Equipment <sup>1</sup> | Amount | Hours Per Day |
|-----------------------|------------------------|--------|---------------|
| Site Preparation      | Crawler Tractors       | 4      | 8             |
|                       | Rubber Tired Dozers    | 3      | 8             |
| Grading               | Crawler Tractors       | 3      | 8             |
|                       | Excavators             | 1      | 8             |
|                       | Graders                | 1      | 8             |
|                       | Rubber Tired Dozers    | 1      | 8             |
| Building Construction | Cranes                 | 1      | 8             |
|                       | Crawler Tractors       | 3      | 8             |
|                       | Forklifts              | 3      | 8             |
|                       | Generator Sets         | 1      | 8             |
|                       | Welders                | 1      | 8             |
| Paving                | Pavers                 | 2      | 8             |
|                       | Paving Equipment       | 2      | 8             |
|                       | Rollers                | 2      | 8             |
| Architectural Coating | Air Compressors        | 1      | 8             |

<sup>1</sup> In order to account for fugitive dust emissions, Crawler Tractors were used in lieu of Tractors/Loaders/Backhoes.

### 3.4.3 CONSTRUCTION EMISSIONS SUMMARY

#### IMPACTS WITHOUT MITIGATION

CalEEMod calculates maximum daily emissions for summer and winter periods. The estimated maximum daily construction emissions without mitigation are summarized on Table 3-5. Detailed construction model outputs are presented in Appendix 3.1. Under the assumed scenarios, emissions resulting from the Project construction will not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant.

**TABLE 3-5: OVERALL CONSTRUCTION EMISSIONS SUMMARY – WITHOUT MITIGATION**

| Year                           | Emissions (lbs/day) |                 |              |                 |                  |                   |
|--------------------------------|---------------------|-----------------|--------------|-----------------|------------------|-------------------|
|                                | VOC                 | NO <sub>x</sub> | CO           | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Summer                         |                     |                 |              |                 |                  |                   |
| 2022                           | 4.55                | 50.59           | 25.89        | 0.07            | 13.56            | 6.37              |
| 2023                           | 51.60               | 40.72           | 43.81        | 0.10            | 4.78             | 2.45              |
| Winter                         |                     |                 |              |                 |                  |                   |
| 2022                           | 4.55                | 50.59           | 24.54        | 0.07            | 13.56            | 6.37              |
| 2023                           | 51.54               | 40.87           | 42.22        | 0.10            | 4.78             | 2.45              |
| <b>Maximum Daily Emissions</b> | <b>51.60</b>        | <b>50.59</b>    | <b>43.81</b> | <b>0.10</b>     | <b>13.56</b>     | <b>6.37</b>       |
| SCAQMD Regional Threshold      | 75                  | 100             | 550          | 150             | 150              | 55                |
| <b>Threshold Exceeded?</b>     | <b>NO</b>           | <b>NO</b>       | <b>NO</b>    | <b>NO</b>       | <b>NO</b>        | <b>NO</b>         |

Source: CalEEMod construction-source (unmitigated) emissions are presented in Appendix 3.1

### 3.5 OPERATIONAL EMISSIONS

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

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- On-Site Cargo Handling Equipment Emissions
- Transportation Refrigeration Units (TRU) Emissions

#### 3.5.1 AREA SOURCE EMISSIONS

##### ARCHITECTURAL COATINGS

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

##### CONSUMER PRODUCTS

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



## LANDSCAPE MAINTENANCE EQUIPMENT

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. It should be noted that as October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by 2024. For purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

### 3.5.2 ENERGY SOURCE EMISSIONS

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

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

### 3.5.3 MOBILE SOURCE EMISSIONS

The Project related operational air quality emissions derive primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics available from the *Moreno Valley Business Park – Phase II Trip Generation and VMT Analysis* were utilized in this analysis (35).

#### APPROACH FOR ANALYSIS OF THE PROJECT

In order to determine emissions from passenger car vehicles, the CalEEMod defaults were utilized for trip length and trip purpose for the proposed industrial land uses.

For the proposed industrial uses, it is important to note that although the *Moreno Valley Business Park – Phase II Trip Generation Assessment and VMT* does not breakdown passenger cars by type, this analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT1<sup>4</sup> & LDT2<sup>5</sup>), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. To account for emissions generated by passenger cars, the following fleet mix was utilized in this analysis:

<sup>4</sup> 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.

<sup>5</sup> 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 3-6: PASSENGER CAR FLEET MIX**

| Land Use               | % Vehicle Type |       |        |        |       |
|------------------------|----------------|-------|--------|--------|-------|
|                        | LDA            | LDT1  | LDT2   | MDV    | MCY   |
| Manufacturing          | 57.60%         | 6.03% | 18.59% | 15.19% | 2.59% |
| Warehousing            |                |       |        |        |       |
| High-Cube Cold Storage |                |       |        |        |       |

Note: The Project-specific passenger car fleet mix used in this analysis is based on a proportional split utilizing the default CalEEMod percentages assigned to LDA, LDT1, LDT2, and MDV vehicle types.

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 40 miles<sup>6</sup> and an assumption of 100% primary trips for the proposed industrial land uses.

In order to be consistent with the *Moreno Valley Business Park – Phase II Trip Generation Assessment and VMT*, trucks are broken down by truck type. The truck fleet mix is estimated by rationing the trip rates for each truck type based on information provided in the *Moreno Valley Business Park – Phase II Trip Generation Assessment and VMT*. Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT1<sup>7</sup> & LHDT2<sup>8</sup>)/2-axle, Medium-Heavy-Duty Trucks (MHDT)/3-axle, and Heavy-Heavy-Duty Trucks (HHDT)/4+-axle. To account for emissions generated by trucks, the following fleet mix was utilized in this analysis:

**TABLE 3-7: TRUCK FLEET MIX**

| Land Use               | % Vehicle Type |        |        |        |
|------------------------|----------------|--------|--------|--------|
|                        | LHDT1          | LHDT2  | MHDT   | HHDT   |
| Manufacturing          | 9.81%          | 2.69%  | 25.00% | 62.50% |
| Warehousing            | 13.35%         | 3.67%  | 21.28% | 61.70% |
| High-Cube Cold Storage | 43.58%         | 11.98% | 22.22% | 22.22% |

Note: Project-specific truck fleet mix is based on the number of trips generated by each truck type (LHDT1, LHDT2, MHDT, and HHDT) relative to the total number of truck trips.

## FUGITIVE DUST RELATED TO VEHICULAR TRAVEL

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

<sup>6</sup> The average trip length for heavy trucks were based on the SCAQMD documents for the implementation of the Facility-Based Mobile Source Measures (FBMSMs) adopted in the 2016 AQMP. SCAQMD's "Preliminary Warehouse Emission Calculations" cites 39.9-mile trip length for heavy-heavy trucks (41). As a conservative measure, a trip length of 40 miles has been utilized for all trucks for the purpose of this analysis (39)

<sup>7</sup> Vehicles under the LHDT1 category have a GVWR of 8,501 to 10,000 lbs.

<sup>8</sup> Vehicles under the LHDT2 category have a GVWR of 10,001 to 14,000 lbs.

### 3.5.4 ON-SITE CARGO HANDLING EQUIPMENT EMISSIONS

It is common for warehouse buildings to require the operation of exterior cargo handling equipment in the building's truck court areas. For this particular Project, on-site modeled operational equipment includes up to one (1) 200 horsepower (hp), compressed natural gas or gasoline-powered tractors/loaders/backhoes operating at 4 hours a day<sup>9</sup> for 365 days of the year.

### 3.5.5 TRU EMISSIONS

In order to account for the possibility of refrigerated uses, trucks associated with the cold-storage land use are assumed to also have TRUs. Therefore, for modeling purposes 9 trucks have the potential to include TRUs (approximately 7% of all trucks accessing the site). TRUs are accounted for during on-site and off-site travel. The TRU calculations are based on the 2017 Off-road Emissions model, version 1.0.1 (Orion), developed by the CARB. Orion does not provide emission rates per hour or mile as with the on-road emission model and only provides emission inventories. Emission results are produced in tons per day while all activity, fuel consumption and horsepower hours were reported at annual levels. The emission inventory is based on specific assumptions including the average horsepower rating of specific types of equipment and the hours of operation annually. These assumptions are not always consistent with assumptions used in the modeling of project level emissions. Therefore, the emissions inventory was converted into emission rates to accurately calculate emissions from TRU operation associated with project level details. This was accomplished by converting the annual horsepower hours to daily operational characteristics and converting the daily emission levels into hourly emission rates based on the total emission of each criteria pollutant by equipment type and the average daily hours of operation.

### 3.5.6 OPERATIONAL EMISSIONS SUMMARY

As previously stated, CalEEMod utilizes summer and winter EMFAC2017 emission factors in order to derive vehicle emissions associated with Project operational activities, which vary by season. The estimated operational-source emissions are summarized on Tables 3-8. Detailed operation model outputs for the Project are presented in Appendices 3.2 and 3.4. As shown on Table 3-8, the Project's daily regional emissions from on-going operations will not exceed any of the thresholds of significance.

<sup>9</sup> Based on Table II-3, Port and Rail Cargo Handling Equipment Demographics by Type, from CARB's Technology Assessment: Mobile Cargo Handling Equipment document, a single piece of equipment could operate up to 2 hours per day (Total Average Annual Activity divided by Total Number Pieces of Equipment). As such, the analysis conservatively assumes that the tractor/loader/backhoe would operate up to 4 hours per day.

TABLE 3-8: SUMMARY OF PEAK OPERATIONAL EMISSIONS

| Source                               | Emissions (lbs/day) |                 |              |                 |                  |                   |
|--------------------------------------|---------------------|-----------------|--------------|-----------------|------------------|-------------------|
|                                      | VOC                 | NO <sub>x</sub> | CO           | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Summer                               |                     |                 |              |                 |                  |                   |
| Area Source                          | 5.02                | 7.00E-04        | 0.08         | 0.00            | 2.70E-04         | 2.70E-04          |
| Energy Source                        | 0.09                | 0.83            | 0.70         | 4.98E-03        | 0.06             | 0.06              |
| Mobile Source                        | 1.78                | 19.16           | 19.71        | 0.14            | 8.15             | 2.40              |
| TRU Source                           | 0.07                | 0.77            | 0.92         | 1.77E-04        | 0.01             | 0.01              |
| On-Site Equipment Source             | 0.11                | 1.04            | 0.75         | 3.17E-03        | 0.04             | 0.03              |
| <b>Total Maximum Daily Emissions</b> | <b>7.07</b>         | <b>21.80</b>    | <b>22.14</b> | <b>0.15</b>     | <b>8.26</b>      | <b>2.51</b>       |
| SCAQMD Regional Threshold            | 55                  | 55              | 550          | 150             | 150              | 55                |
| <b>Threshold Exceeded?</b>           | <b>NO</b>           | <b>NO</b>       | <b>NO</b>    | <b>NO</b>       | <b>NO</b>        | <b>NO</b>         |
| Winter                               |                     |                 |              |                 |                  |                   |
| Area Source                          | 5.02                | 7.00E-04        | 0.08         | 0.00            | 2.70E-04         | 2.70E-04          |
| Energy Source                        | 0.09                | 0.83            | 0.70         | 4.98E-03        | 0.06             | 0.06              |
| Mobile Source                        | 1.58                | 20.22           | 17.74        | 0.14            | 8.15             | 2.40              |
| TRU Source                           | 0.07                | 0.77            | 0.92         | 1.77E-04        | 0.01             | 0.01              |
| On-Site Equipment Source             | 0.11                | 1.04            | 0.75         | 3.17E-03        | 0.04             | 0.03              |
| <b>Total Maximum Daily Emissions</b> | <b>6.87</b>         | <b>22.85</b>    | <b>20.18</b> | <b>0.15</b>     | <b>8.26</b>      | <b>2.51</b>       |
| SCAQMD Regional Threshold            | 55                  | 55              | 550          | 150             | 150              | 55                |
| <b>Threshold Exceeded?</b>           | <b>NO</b>           | <b>NO</b>       | <b>NO</b>    | <b>NO</b>       | <b>NO</b>        | <b>NO</b>         |

Source: CalEEMod operational-source emissions are presented in Appendices 3.2 and 3.4.

### 3.6 LOCALIZED SIGNIFICANCE

#### BACKGROUND ON LST DEVELOPMENT

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

The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4<sup>10</sup>. LSTs represent the maximum emissions from a project that would not

<sup>10</sup> The purpose of SCAQMD's Environmental Justice program is to ensure that everyone has the right to equal protection from air pollution and fair access to the decision-making process that works to improve the quality of air within their communities. Further, the SCAQMD defines Environmental Justice as "...equitable environmental policymaking and enforcement to protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution."

cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the *LST Methodology* (36).

#### APPLICABILITY OF LSTs FOR THE PROJECT

For this Project, the appropriate SRA for the LST analysis is the SCAQMD Perris Valley (SRA 24). LSTs apply to CO, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size.

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

- Identify the maximum daily on-site emissions that will occur during construction activity:
  - The maximum daily on-site emissions could be based on information provided by the Project Applicant; or
  - The SCAQMD's *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds* and *CalEEMod User's Guide Appendix A: Calculation Details for CalEEMod* can be used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod (37) (38).
- If the total acreage disturbed is less than or equal to 5 acres per day, then the SCAQMD's screening look-up tables are utilized to determine if a Project has the potential to result in a significant impact. The look-up tables establish a maximum daily emissions threshold in lbs/day that can be compared to CalEEMod outputs.
- If the total acreage disturbed is greater than 5 acres per day, then LST impacts may still be conservatively evaluated using the LST look-up tables for a 5-acre disturbance area. Use of the 5-acre disturbance area thresholds can be used to show that even if the daily emissions from all construction activity were emitted within a 5-acre area, and therefore concentrated over a smaller area which would result in greater site adjacent concentrations, the impacts would still be less than significant if the applicable 5-acre thresholds are utilized.
- The *LST Methodology* presents mass emission rates for each SRA, project sizes of 1, 2, and 5 acres, and nearest receptor distances of 25, 50, 100, 200, and 500 meters. For project sizes between the values given, or with receptors at distances between the given receptors, the methodology uses linear interpolation to determine the thresholds.

#### EMISSIONS CONSIDERED

Based on SCAQMD's *LST Methodology*, emissions for concern during construction activities are on-site NO<sub>x</sub>, CO, PM<sub>2.5</sub>, and PM<sub>10</sub>. The *LST Methodology* clearly states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs (39)." As

such, for purposes of the construction LST analysis, only emissions included in the CalEEMod “on-site” emissions outputs were considered.

#### MAXIMUM DAILY DISTURBED-ACREAGE

As a conservative measure, it is assumed that the total construction area (approximately 10 acres) will be disturbed per day can be actively disturbed during construction of the site. In CalEEMod, the Total Acres Graded (TAG) field represents the cumulative distance traversed on the property by the grading equipment. In order to properly grade a piece of land, multiple passes with grading equipment may be required. So even though the lot size is a fixed number of acres, the TAG could be an order of magnitude higher than the footprint of the lot (38). Total Acres Graded (TAG) is a function of the maximum acreage disturbed per day times the number of days of the subphase of construction. As such, the TAG field in CalEEMod has been revised to 100 acres (10 acres per day x 10 days) for site preparation and 200 acres (10 acres per day x 20 days) for grading<sup>11</sup>.

#### RECEPTORS

As previously stated, LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable NAAQS and CAAQS at the nearest residence or sensitive receptor. Receptor locations are off-site locations where individuals may be exposed to emissions from Project activities.

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

LSTs apply, even for non-sensitive land uses, consistent with *LST Methodology* and SCAQMD guidance. Per the *LST Methodology*, commercial and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain onsite for a full 24 hours but are typically onsite for 8 hours or less. However, *LST Methodology* explicitly states that “LSTs based on shorter averaging periods, such as the NO<sub>2</sub> and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours (39).” Therefore, any adjacent land use where an individual could remain for 1 or 8-hours, that is located at a closer distance to the Project site than the receptor used for PM<sub>10</sub> and PM<sub>2.5</sub> analysis, must be

<sup>11</sup> CalEEMod does not provide a “Total Acres Graded” field for Demolition, Building Construction, Paving, or Architectural Coating activities.

considered to determine construction and operational LST air impacts for emissions of NO<sub>2</sub> and CO since these pollutants have an averaging time of 1 and 8-hours.

#### RECEPTORS

Receptors in the relative to Project area are described below and shown on Exhibit 3-A. Localized air quality impacts were evaluated at receptor land uses nearest the Project site. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards) or at the building façade, whichever is closer to the Project site.

- R1: Location R1 represents the existing residence at 11989 Tabor Drive, approximately 111 feet north of the Project site. R1 is placed in the private outdoor living areas (backyard) facing the Project site.
- R2: Location R2 represents the existing residence at 24130 Ironwood Avenue, approximately 123 feet north of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R2 is placed at the building façade.
- R3: Location R3 represents the existing residence at 12079 Nita Drive, approximately 1262 feet east of the Project site. R3 is placed in the private outdoor living areas (backyard) facing the Project site.
- R4: Location R4 represents the existing residence at 12107 Heacock Street, approximately 103 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R4 is placed at the building façade.
- R5: Location R5 represents the existing residence at 12065 Heacock Street, approximately 184 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R5 is placed at the building façade.
- R6: Location R6 represents the existing light industrial uses, approximately 5 feet east of the Project site.

The SCAQMD recommends that the nearest sensitive receptor be considered when determining the Project's potential to cause an individual a cumulatively significant impact. The nearest land use where an individual could remain for 24 hours to the Project site has been used to determine localized construction and operational air quality impacts for emissions of PM<sub>10</sub> and PM<sub>2.5</sub> (since PM<sub>10</sub> and PM<sub>2.5</sub> thresholds are based on a 24-hour averaging time). The nearest receptor used for evaluation of localized impacts of PM<sub>10</sub> and PM<sub>2.5</sub> is represented by location R4 which represents the existing residence at 12107 Heacock Street, approximately 103 feet (31 meters) west of the Project site. As such, for evaluation of localized PM<sub>10</sub> and PM<sub>2.5</sub>, a 31-meter distance will be used.



### EXHIBIT 3-A: SENSITIVE RECEPTOR LOCATIONS





As previously stated, and consistent with *LST Methodology*, the nearest industrial/commercial use to the Project site is used to determine construction and operational LST air impacts for emissions of NO<sub>x</sub> and CO as the averaging periods for these pollutants are shorter (8 hours or less) and it is reasonable to assumed that an individual could be present at these sites for periods of one to 8 hours. The nearest receptor used for evaluation of localized impacts of NO<sub>x</sub> and CO is represented by location R6 which represents the existing light industrial uses, approximately 5 feet (2 meters) east of the Project site. It should be noted that the *LST Methodology* explicitly states that “*It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters (40).*” As such a 25-meter receptor distance will be used for evaluation of localized NO<sub>x</sub> and CO.

### 3.7 CONSTRUCTION-SOURCE EMISSIONS LST ANALYSIS

#### 3.7.1 LOCALIZED THRESHOLDS FOR CONSTRUCTION ACTIVITY

Although the total acreage disturbed is more than 5 acres per day for construction activities, the *LST Methodology* provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine which pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the Project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site construction activities are occurring over a smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the Project-site boundary. As such, LSTs for a 5-acre site during construction are used as a screening tool to determine if further detailed analysis is required. The thresholds used in for the construction-source LST analysis are presented below in Table 3-9.

**TABLE 3-9: MAXIMUM DAILY LOCALIZED CONSTRUCTION EMISSIONS THRESHOLDS**

| Construction Localized Thresholds |               |                  |                  |
|-----------------------------------|---------------|------------------|------------------|
| NO <sub>x</sub>                   | CO            | PM <sub>10</sub> | PM <sub>10</sub> |
| 270 lbs/day                       | 1,577 lbs/day | 19 lbs/day       | 8 lbs/day        |

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

#### 3.7.2 CONSTRUCTION-SOURCE LOCALIZED EMISSIONS

##### IMPACTS WITHOUT MITIGATION

Table 3-10 identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Without mitigation, localized construction emissions would not exceed the applicable

SCAQMD LSTs for emissions of any criterion pollutant. Outputs from the model runs for unmitigated construction LSTs are provided in Appendix 3.1.

**TABLE 3-10: LOCALIZED CONSTRUCTION-SOURCE EMISSIONS – WITHOUT MITIGATION**

| Construction Phase    | Year                           | Emissions (lbs/day) |              |                  |                   |
|-----------------------|--------------------------------|---------------------|--------------|------------------|-------------------|
|                       |                                | NO <sub>x</sub>     | CO           | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Site Preparation      | 2022                           | 50.41               | 20.01        | 13.34            | 6.31              |
|                       | <b>Maximum Daily Emissions</b> | <b>50.41</b>        | <b>20.01</b> | <b>13.34</b>     | <b>6.31</b>       |
|                       | SCAQMD Localized Threshold     | 270                 | 1,577        | 19               | 8                 |
|                       | <b>Threshold Exceeded?</b>     | <b>NO</b>           | <b>NO</b>    | <b>NO</b>        | <b>NO</b>         |
| Grading               | 2022                           | 33.85               | 15.50        | 7.84             | 2.98              |
|                       | <b>Maximum Daily Emissions</b> | <b>33.85</b>        | <b>15.50</b> | <b>7.84</b>      | <b>2.98</b>       |
|                       | SCAQMD Localized Threshold     | 270                 | 1,577        | 19               | 8                 |
|                       | <b>Threshold Exceeded?</b>     | <b>NO</b>           | <b>NO</b>    | <b>NO</b>        | <b>NO</b>         |
| Building Construction | 2022                           | 29.76               | 17.67        | 1.27             | 1.19              |
|                       | 2023                           | 26.20               | 17.35        | 1.12             | 1.04              |
|                       | <b>Maximum Daily Emissions</b> | <b>29.76</b>        | <b>17.67</b> | <b>1.27</b>      | <b>1.19</b>       |
|                       | SCAQMD Localized Threshold     | 270                 | 1,577        | 19               | 8                 |
|                       | <b>Threshold Exceeded?</b>     | <b>NO</b>           | <b>NO</b>    | <b>NO</b>        | <b>NO</b>         |
| Paving                | 2023                           | 10.19               | 14.58        | 0.51             | 0.47              |
|                       | <b>Maximum Daily Emissions</b> | <b>10.19</b>        | <b>14.58</b> | <b>0.51</b>      | <b>0.47</b>       |
|                       | SCAQMD Localized Threshold     | 270                 | 1,577        | 19               | 8                 |
|                       | <b>Threshold Exceeded?</b>     | <b>NO</b>           | <b>NO</b>    | <b>NO</b>        | <b>NO</b>         |
| Architectural Coating | 2023                           | 1.74                | 2.41         | 0.09             | 0.09              |
|                       | <b>Maximum Daily Emissions</b> | <b>1.74</b>         | <b>2.41</b>  | <b>0.09</b>      | <b>0.09</b>       |
|                       | SCAQMD Localized Threshold     | 270                 | 1,577        | 19               | 8                 |
|                       | <b>Threshold Exceeded?</b>     | <b>NO</b>           | <b>NO</b>    | <b>NO</b>        | <b>NO</b>         |

Source: CalEEMod unmitigated localized construction-source emissions are presented in Appendix 3.1.

### 3.8 OPERATIONAL-SOURCE EMISSIONS LST ANALYSIS

The Project is located on an approximately 9.98-acre parcel. As noted previously, the *LST Methodology* provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that exceed 5 acres, the 5-acre LST look-up tables can be used as a screening tool to determine whether pollutants require additional detailed analysis. This approach is conservative as it assumes that all on-site emissions associated with the project would occur within a concentrated 5-acre area. This screening method would therefore over-predict potential localized impacts, because by assuming that on-site operational activities are occurring over a

smaller area, the resulting concentrations of air pollutants are more highly concentrated once they reach the smaller site boundary than they would be for activities if they were spread out over a larger surface area. On a larger site, the same amount of air pollutants generated would disperse over a larger surface area and would result in a lower concentration once emissions reach the project-site boundary. As such, LSTs for a 5-acre site during operations are used as a screening tool to determine if further detailed analysis is required.

The LST analysis generally includes on-site sources (area, energy, mobile, and on-site cargo handling equipment – are previously discussed in Section 3.5 of this report). However, it should be noted that the CalEEMod outputs do not separate on-site and off-site emissions from mobile sources. As such, in an effort to establish a maximum potential impact scenario for analytic purposes, the emissions shown on Table 3-12 represent all on-site Project-related stationary (area) sources and 5% of the Project-related mobile sources. Considering that the trip length used in CalEEMod for the Project is approximately 16.6 miles for passenger cars and 40.0 miles for all trucks, 5% of this total would represent an on-site travel distance of approximately 0.8 mile/4,382 feet for passenger cars and 2 miles/10,560 feet for trucks. It should be noted that the longest on-site distance is roughly 0.23 miles for both trucks and passenger cars (entrance through Driveway 1 and exist through Driveway 3). As such, the 5% assumption is conservative and would tend to overstate the actual impact because it is not likely that a passenger car would drive 0.8 mile on the site or that a truck would drive 2 miles on the site. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, Project operational-source emissions would not exceed applicable LSTs.

### 3.8.1 LOCALIZED THRESHOLDS FOR OPERATIONAL ACTIVITY

As previously stated, LSTs for a 5-acre site during operations are used as a screening tool to determine if further detailed analysis is required.

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

| Operational Localized Thresholds |               |                  |                  |
|----------------------------------|---------------|------------------|------------------|
| NO <sub>x</sub>                  | CO            | PM <sub>10</sub> | PM <sub>10</sub> |
| 270 lbs/day                      | 1,577 lbs/day | 5 lbs/day        | 2 lbs/day        |

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

### 3.8.2 OPERATIONAL-SOURCE LOCALIZED EMISSIONS

#### IMPACTS WITHOUT MITIGATION

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

**TABLE 3-12: LOCALIZED SIGNIFICANCE SUMMARY OF OPERATIONS – WITHOUT MITIGATION**

| Scenario                       | Emissions (lbs/day) |             |                  |                   |
|--------------------------------|---------------------|-------------|------------------|-------------------|
|                                | NO <sub>x</sub>     | CO          | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Summer                         | 2.86                | 2.55        | 0.51             | 0.22              |
| Winter                         | 2.92                | 2.46        | 0.51             | 0.22              |
| <b>Maximum Daily Emissions</b> | <b>2.92</b>         | <b>2.55</b> | <b>0.51</b>      | <b>0.22</b>       |
| SCAQMD Localized Threshold     | 270                 | 1,577       | 5                | 2                 |
| <b>Threshold Exceeded?</b>     | <b>NO</b>           | <b>NO</b>   | <b>NO</b>        | <b>NO</b>         |

Source: CalEEMod localized operational-source emissions are presented in Appendices 3.2 and 3.4.

### 3.9 CO “HOT SPOT” ANALYSIS

As discussed below, the Project would not result in potentially adverse CO concentrations or “hot spots.” Further, detailed modeling of Project-specific CO “hot spots” is not needed to reach this conclusion. An adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur.

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

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

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

| Intersection Location                  | CO Concentrations (ppm) |                  |        |
|----------------------------------------|-------------------------|------------------|--------|
|                                        | Morning 1-hour          | Afternoon 1-hour | 8-hour |
| Wilshire Boulevard/Veteran Avenue      | 4.6                     | 3.5              | 3.7    |
| Sunset Boulevard/Highland Avenue       | 4                       | 4.5              | 3.5    |
| La Cienega Boulevard/Century Boulevard | 3.7                     | 3.1              | 5.2    |
| Long Beach Boulevard/Imperial Highway  | 3                       | 3.1              | 8.4    |

Source: 2003 AQMP, Appendix V: Modeling and Attainment Demonstrations

Notes: Federal 1-hour standard is 35 ppm and the deferral 8-hour standard is 9.0 ppm.

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

meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. As evidence of this, for example, 8.4 ppm 8-hr CO concentration measured at the Long Beach Blvd. and Imperial Hwy. intersection (highest CO generating intersection within the “hot spot” analysis), only 0.7 ppm was attributable to the traffic volumes and congestion at this intersection; the remaining 7.7 ppm were due to the ambient air measurements at the time the 2003 AQMP was prepared (41). In contrast, an adverse CO concentration, known as a “hot spot”, would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur.

Traffic volumes generating the CO concentrations for the “hot spot” analysis is shown on Table 3-14. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vph and AM/PM traffic volumes of 8,062 vph and 7,719 vph respectively (41). The 2003 AQMP estimated that the 1-hour concentration for this intersection was 4.6 ppm; this indicates that, should the daily traffic volume increase four times to 400,000 vehicles per day, CO concentrations (4.6 ppm x 4= 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm)<sup>12</sup>.

**TABLE 3-14: TRAFFIC VOLUMES**

| Intersection Location                  | Peak Traffic Volumes (vph) |                      |                       |                       |                  |
|----------------------------------------|----------------------------|----------------------|-----------------------|-----------------------|------------------|
|                                        | Eastbound<br>(AM/PM)       | Westbound<br>(AM/PM) | Southbound<br>(AM/PM) | Northbound<br>(AM/PM) | Total<br>(AM/PM) |
| Wilshire Boulevard/Veteran Avenue      | 4,954/2,069                | 1,830/3,317          | 721/1,400             | 560/933               | 8,062/7,719      |
| Sunset Boulevard/Highland Avenue       | 1,417/1,764                | 1,342/1,540          | 2,304/1,832           | 1,551/2,238           | 6,614/5,374      |
| La Cienega Boulevard/Century Boulevard | 2,540/2,243                | 1,890/2,728          | 1,384/2,029           | 821/1,674             | 6,634/8,674      |
| Long Beach Boulevard/Imperial Highway  | 1,217/2,020                | 1,760/1,400          | 479/944               | 756/1,150             | 4,212/5,514      |

Source: 2003 AQMP

Preliminary trip generation estimates for the Project indicate that the proposed warehouse uses would generate an estimated maximum of approximately 65 trips during the PM peak hour. Further, in scoping the transportation analysis for the Project, the City has determined that Project traffic would not result in level-of-service deficiencies that would potentially contribute to intersection delays and congestion.

Moreover, the ambient 1-hr and 8-hr CO concentration within the Project study area is estimated to be 1.9 ppm and 1.4 ppm, respectively (data from Perris Valley station for 2020). Therefore, even if the traffic volumes for the proposed Project were double or even triple of the traffic volumes generated at the Long Beach Blvd. and Imperial Hwy. intersection, coupled with the on-going improvements in ambient air quality, the Project would not be capable of resulting in a CO “hot spot” at any study area intersections.

<sup>12</sup> Based on the ratio of the CO standard (20.0 ppm) and the modeled value (4.6 ppm)

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph)—or 24,000 vph where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (42).

Based on the preceding, the potential for the project to result in or cause adverse CO “hotspots” is considered less-than-significant.

### 3.10 AQMP

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

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

In March 2017, the SCAQMD released the *Final 2016 AQMP (2016 AQMP)*. The *2016 AQMP* continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels (43). Similar to the 2012 AQMP, the *2016 AQMP* incorporates scientific and technological information and planning assumptions, including the *2016-2040 RTP/SCS*, a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements (18). The Project’s consistency with the AQMP will be determined using the *2016 AQMP* as discussed below.

#### AQMP CONSISTENCY

Criteria for determining consistency with the AQMP are identified at Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD *CEQA Air Quality Handbook* (1993), as listed below. Project consistency with, and support of these criteria is presented subsequently.

- **Criterion No. 1:** The project under consideration will not result in an increase in the frequency or severity of existing NAAQS/CAAQS air quality violations or cause or contribute to new NAAQS/CAAQS violations; or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- **Criterion No. 2:** The project under consideration will not exceed the assumptions in the AQMP in 2011 or increments based on the years of Project build-out phase.

#### **CRITERION NO. 1 CONSISTENCY**

CAAQS and NAAQS violations would occur if LSTs or regional significance thresholds were exceeded. As evaluated, the Project's regional and localized construction-source and operational-source emissions would not exceed applicable regional significance thresholds or applicable LSTs. Further, the Project would implement applicable best available control measures (BACMs), and would comply with applicable SCAQMD rules, acting to further reduce potential Project-source air quality impacts.

The Project would not result in an increase in the frequency or severity of existing CAAQS/NAAQS air quality violations, cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Based on the preceding discussion, the Project is determined to be consistent with the first criterion.

#### **CRITERION NO. 2 CONSISTENCY**

The existing 2006 General Plan Land Use Designation of the Project site is "Commercial." To allow for the Project industrial uses, a General Plan Land Use Amendment is proposed that would redesignate the Project site General Plan Land Use from Commercial to "Business Park/Light Industrial." The Project would be allowed under the proposed Business Park/Light Industrial General Plan Land Use designation.

The change in General Plan Land Use proposed by the Project (from Commercial to Light Industrial/Business Park) would likely result in a net reduction in total criteria air pollutant emissions. This is due primarily to the net reduction in traffic and mobile-source air pollutant emissions that would be generated by the Project light industrial uses when compared to traffic and mobile-source emissions that would result from commercial development of the subject site.

Trip generation (traffic) is a general proxy that broadly represents relative air quality impacts of development proposals. Trip generation resulting from the Project Business Park/Light Industrial uses would be substantially reduced when compared to trip generation resulting from development of the site allowed under the site's current General Plan Commercial Land Use. In this regard, trip generation for the site if developed with general commercial uses at a scope and intensity comparable to the Project would be approximately 24.44 passenger car equivalent average daily trips (PCE ADT) per thousand square feet (TSF). In comparison, the Project would generate approximately 3.07 PCE ADT per TSF.<sup>13</sup> On this basis, air quality impacts resulting from the Project would not exceed assumptions reflected in the AQMP.

The Project light industrial uses are consistent with uses allowed under the proposed Business Park/Light Industrial General Plan Land Use designation. The Project FAR (0.51) is consistent with and would not exceed the General Plan FAR (1.0) established for the Business Park/Light

<sup>13</sup> Project Trip Generation Comparison from Moreno Valley Business Park – Phase II Trip Generation Assessment and VMT (Urban Crossroads) December 14, 2021, Table 5, Trip Generation Comparison. See: DEIR Appendix C, Transportation.

Industrial General Plan Land Use designation. The Project uses would be implemented consistent with zoning established under Specific Plan No. 205 as amended herein. Furthermore, the Project, as evaluated herein would not exceed the regional or localized air quality significance thresholds.

Based on the preceding discussion, the Project is determined to be consistent with the second criterion.

#### **AQMP CONSISTENCY CONCLUSION**

As presented above, the Project is consistent with AQMP Consistency Criteria and would therefore not conflict with the AQMP. On this basis, the Project's potential to conflict with or obstruct implementation of the applicable air quality plan is considered less-than-significant.

### **3.11 POTENTIAL IMPACTS TO SENSITIVE RECEPTORS**

The potential impact of Project-generated air pollutant emissions at sensitive receptors has also been considered. Results of the LST analysis indicate that the Project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations during Project construction.

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

#### **3.11.1 FRIANT RANCH CASE**

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5<sup>th</sup> 502, the California Supreme Court held that an EIR air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided.

As discussed in briefs filed in the Friant Ranch case, correlating a project's criteria air pollutant emissions to specific health impacts is challenging. The SCAQMD, which has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes (45) noted that it may be "difficult to quantify health impacts for criteria pollutants." SCAQMD used O<sub>3</sub> as an example of why it is impracticable to determine specific health outcomes from criteria pollutants for all but very large, regional-scale projects. First, forming O<sub>3</sub> "takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources." (SCAQMD, 2015a, p. 11) Second, "it takes a large amount of additional precursor emissions (NO<sub>x</sub> and VOCs) to cause a modeled increase in ambient ozone levels over an entire region," with a 2012 study showing that "reducing NO<sub>x</sub> by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the SCAQMD's monitor site with the highest levels by only 9 parts per billion." (SCAQMD, 2015a, pp. 12-14)



SCAQMD concluded that it “does not currently know of a way to accurately quantify ozone-related health impacts caused by NO<sub>x</sub> or VOC emissions from relatively small projects.” (SCAQMD, 2015a, pp. 12-14) The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) ties the difficulty of correlating the emission of criteria pollutants to health impacts to how ozone and particulate matter are formed, stating that “[b]ecause of the complexity of ozone formation, a specific tonnage amount of NO<sub>x</sub> or VOCs emitted in a particular area does not equate to a particular concentration of ozone in that area.” (SJVUAPCD, 2015, p. 4) Similarly, the tonnage of particulate matter “emitted does not always equate to the local particulate matter concentration because it can be transported long distances by wind,” and “[s]econdary particulate matter, like ozone, is formed via complex chemical reactions in the atmosphere between precursor chemicals such as sulfur dioxides (SO<sub>x</sub>) and NO<sub>x</sub>,” meaning that “the tonnage of particulate matter -forming precursor emissions in an area does not necessarily result in an equivalent concentration of secondary particulate matter in that area.” (SJVUAPCD, 2015, p. 5) The disconnect between the amount of precursor pollutants and the concentration of ozone or particulate matter formed makes it difficult to determine potential health impacts, which are related to the concentration of ozone and particulate matter experienced by the receptor rather than levels of NO<sub>x</sub>, SO<sub>x</sub>, and VOCs produced by a source.

Most local agencies lack the data to do their own assessment of potential health impacts from criteria air pollutant emissions, as would be required to establish customized, locally specific thresholds of significance based on potential health impacts from an individual development project. The use of national or “generic” data to fill the gap of missing local data would not yield accurate results because such data does not capture local air patterns, local background conditions, or local population characteristics, all of which play a role in how a population experiences air pollution. Because it is impracticable to accurately isolate the exact cause of a human disease (for example, the role a particular air pollutant plays compared to the role of other allergens and genetics in cause asthma), existing scientific tools cannot accurately estimate health impacts of the Project’s air emissions without undue speculation. Instead, readers are directed to the Project’s air quality impact analysis above, which provides extensive information concerning the quantifiable and non-quantifiable health risks related to the Project’s construction and long-term operation.

The LST analysis above determined that the Project would not result in emissions exceeding SCAQMD’s LSTs. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

As the Project’s emissions will comply with federal, state, and local air quality standards, the proposed Project’s emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level and would not provide a reliable indicator of health effects if modeled.

### 3.12 ODORS

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

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

The Project does not propose or require land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed Project construction and operations would be less than significant and no mitigation is required (46).

### 3.13 CUMULATIVE IMPACTS

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

The SCAQMD has published a report on how to address cumulative impacts from air pollution: *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (47). In this report the SCAQMD clearly states (Page D-3):

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

*significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.*

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

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

#### **CONSTRUCTION IMPACTS**

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project construction-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, proposed Project construction-source emissions would be considered less than significant on a project-specific and cumulative basis.

#### **OPERATIONAL IMPACTS**

The Project-specific evaluation of emissions presented in the preceding analysis demonstrates that proposed Project operational-source air pollutant emissions would not result in exceedances of regional thresholds. Therefore, proposed Project operational-source emissions would be considered less than significant on a project-specific and cumulative basis.

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## 5 CERTIFICATIONS

The contents of this air study report represent an accurate depiction of the environmental impacts associated with the proposed Moreno Valley Business Park – Phase II. The information contained in this air quality impact assessment report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at [hqureshi@urbanxroads.com](mailto:hqureshi@urbanxroads.com)

Haseeb Qureshi  
Associate Principal  
URBAN CROSSROADS, INC.  
[hqureshi@urbanxroads.com](mailto:hqureshi@urbanxroads.com)

### 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  
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AB2588 Regulatory Standards – Trinity Consultants • November 2006  
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## **APPENDIX 2.1:**

### **STATE/FEDERAL ATTAINMENT STATUS OF CRITERIA POLLUTANTS**

## **APPENDIX C**

### ***MAPS AND TABLES OF AREA DESIGNATIONS FOR STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS***

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## **APPENDIX C**

### **MAPS AND TABLES OF AREA DESIGNATIONS FOR STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS**

This attachment fulfills the requirement of Health and Safety Code section 40718 for CARB to publish maps that identify areas where one or more violations of any State ambient air quality standard (State standard) or national ambient air quality standard (national standard) have been measured. The national standards are those promulgated under section 109 of the federal Clean Air Act (42 U.S.C. 7409).

This attachment is divided into three parts. The first part comprises a table showing the levels, averaging times, and measurement methods for each of the State and national standards. This is followed by a section containing maps and tables showing the area designations for each pollutant for which there is a State standard in the California Code of Regulations, title 17, section 70200. The last section contains maps and tables showing the most current area designations for the national standards.

# Ambient Air Quality Standards

(Updated 5/4/16)

| Pollutant                                         | Averaging Time          | California Standards <sup>1</sup> |                                                        | National Standards <sup>2</sup>             |                          |                                                                     |
|---------------------------------------------------|-------------------------|-----------------------------------|--------------------------------------------------------|---------------------------------------------|--------------------------|---------------------------------------------------------------------|
|                                                   |                         | Concentration <sup>3</sup>        | Method <sup>4</sup>                                    | Primary <sup>3,5</sup>                      | Secondary <sup>3,6</sup> | Method <sup>7</sup>                                                 |
| Ozone (O <sub>3</sub> ) <sup>8</sup>              | 1 Hour                  | 0.09 ppm (180 µg/m³)              | Ultraviolet Photometry                                 | —                                           | Same as Primary Standard | Ultraviolet Photometry                                              |
|                                                   | 8 Hour                  | 0.070 ppm (137 µg/m³)             |                                                        | 0.070 ppm (137 µg/m³)                       |                          |                                                                     |
| Respirable Particulate Matter (PM10) <sup>9</sup> | 24 Hour                 | 50 µg/m³                          | Gravimetric or Beta Attenuation                        | 150 µg/m³                                   | Same as Primary Standard | Inertial Separation and Gravimetric Analysis                        |
|                                                   | Annual Arithmetic Mean  | 20 µg/m³                          |                                                        | —                                           |                          |                                                                     |
| Fine Particulate Matter (PM2.5) <sup>9</sup>      | 24 Hour                 | —                                 | —                                                      | 35 µg/m³                                    | Same as Primary Standard | Inertial Separation and Gravimetric Analysis                        |
|                                                   | Annual Arithmetic Mean  | 12 µg/m³                          | Gravimetric or Beta Attenuation                        | 12.0 µg/m³                                  | 15 µg/m³                 |                                                                     |
| Carbon Monoxide (CO)                              | 1 Hour                  | 20 ppm (23 mg/m³)                 | Non-Dispersive Infrared Photometry (NDIR)              | 35 ppm (40 mg/m³)                           | —                        | Non-Dispersive Infrared Photometry (NDIR)                           |
|                                                   | 8 Hour                  | 9.0 ppm (10 mg/m³)                |                                                        | 9 ppm (10 mg/m³)                            | —                        |                                                                     |
|                                                   | 8 Hour (Lake Tahoe)     | 6 ppm (7 mg/m³)                   |                                                        | —                                           | —                        |                                                                     |
| Nitrogen Dioxide (NO <sub>2</sub> ) <sup>10</sup> | 1 Hour                  | 0.18 ppm (339 µg/m³)              | Gas Phase Chemiluminescence                            | 100 ppb (188 µg/m³)                         | —                        | Gas Phase Chemiluminescence                                         |
|                                                   | Annual Arithmetic Mean  | 0.030 ppm (57 µg/m³)              |                                                        | 0.053 ppm (100 µg/m³)                       | Same as Primary Standard |                                                                     |
| Sulfur Dioxide (SO <sub>2</sub> ) <sup>11</sup>   | 1 Hour                  | 0.25 ppm (655 µg/m³)              | Ultraviolet Fluorescence                               | 75 ppb (196 µg/m³)                          | —                        | Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method) |
|                                                   | 3 Hour                  | —                                 |                                                        | —                                           | 0.5 ppm (1300 µg/m³)     |                                                                     |
|                                                   | 24 Hour                 | 0.04 ppm (105 µg/m³)              |                                                        | 0.14 ppm (for certain areas) <sup>11</sup>  | —                        |                                                                     |
|                                                   | Annual Arithmetic Mean  | —                                 |                                                        | 0.030 ppm (for certain areas) <sup>11</sup> | —                        |                                                                     |
| Lead <sup>12,13</sup>                             | 30 Day Average          | 1.5 µg/m³                         | Atomic Absorption                                      | —                                           | —                        | High Volume Sampler and Atomic Absorption                           |
|                                                   | Calendar Quarter        | —                                 |                                                        | 1.5 µg/m³ (for certain areas) <sup>12</sup> | Same as Primary Standard |                                                                     |
|                                                   | Rolling 3-Month Average | —                                 |                                                        | 0.15 µg/m³                                  |                          |                                                                     |
| Visibility Reducing Particles <sup>14</sup>       | 8 Hour                  | See footnote 14                   | Beta Attenuation and Transmittance through Filter Tape | No National Standards                       |                          |                                                                     |
| Sulfates                                          | 24 Hour                 | 25 µg/m³                          | Ion Chromatography                                     |                                             |                          |                                                                     |
| Hydrogen Sulfide                                  | 1 Hour                  | 0.03 ppm (42 µg/m³)               | Ultraviolet Fluorescence                               |                                             |                          |                                                                     |
| Vinyl Chloride <sup>12</sup>                      | 24 Hour                 | 0.01 ppm (26 µg/m³)               | Gas Chromatography                                     |                                             |                          |                                                                     |

See footnotes on next page ...

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than one. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM<sub>2.5</sub> primary standard was lowered from 15 µg/m<sup>3</sup> to 12.0 µg/m<sup>3</sup>. The existing national 24-hour PM<sub>2.5</sub> standards (primary and secondary) were retained at 35 µg/m<sup>3</sup>, as was the annual secondary standard of 15 µg/m<sup>3</sup>. The existing 24-hour PM<sub>10</sub> standards (primary and secondary) of 150 µg/m<sup>3</sup> also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.  
  
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m<sup>3</sup> as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.



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### ***Area Designations for the State Ambient Air Quality Standards***

The following maps and tables show the area designations for each pollutant with a State standard set forth in the California Code of Regulations, title 17, section 60200. Each area is identified as attainment, nonattainment, nonattainment-transitional, or unclassified for each pollutant, as shown below:

|                            |      |
|----------------------------|------|
| Attainment                 | A    |
| Nonattainment              | N    |
| Nonattainment-Transitional | NA-T |
| Unclassified               | U    |

In general, CARB designates areas by air basin for pollutants with a regional impact and by county for pollutants with a more local impact. However, when there are areas within an air basin or county with distinctly different air quality deriving from sources and conditions not affecting the entire air basin or county, CARB may designate a smaller area. Generally, when boundaries of the designated area differ from the air basin or county boundaries, the description of the specific area is referenced at the bottom of the summary table.

**FIGURE 1**

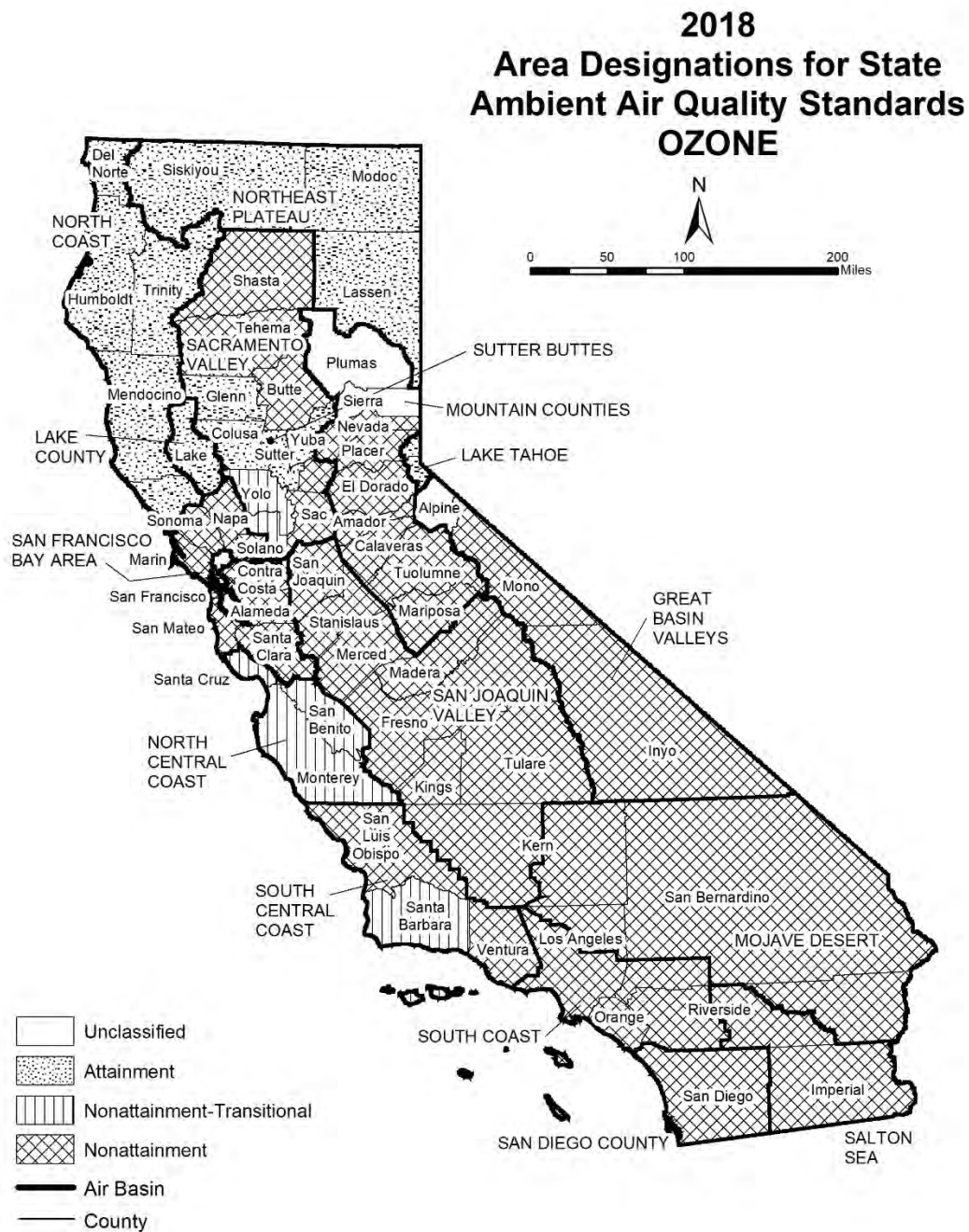


**TABLE 1**

**California Ambient Air Quality Standards  
Area Designations for Ozone <sup>(1)</sup>**

|                               | N | NA-T | U | A |                                  | N | NA-T | U | A |
|-------------------------------|---|------|---|---|----------------------------------|---|------|---|---|
| GREAT BASIN VALLEYS AIR BASIN |   |      |   |   | NORTHEAST PLATEAU AIR BASIN      |   |      |   | X |
| Alpine County                 |   |      | X |   | SACRAMENTO VALLEY AIR BASIN      |   |      |   |   |
| Inyo County                   | X |      |   |   | Colusa and Glenn Counties        |   |      |   | X |
| Mono County                   | X |      |   |   | Sutter/Yuba Counties             |   |      |   |   |
| LAKE COUNTY AIR BASIN         |   |      |   | X | Sutter Buttes                    | X |      |   |   |
| LAKE TAHOE AIR BASIN          |   |      |   | X | Remainder of Sutter County       |   |      |   | X |
| MOJAVE DESERT AIR BASIN       | X |      |   |   | Yuba County                      |   |      |   | X |
| MOUNTAIN COUNTIES AIR BASIN   |   |      |   |   | Yolo/Solano Counties             |   | X    |   |   |
| Amador County                 | X |      |   |   | Remainder of Air Basin           | X |      |   |   |
| Calaveras County              | X |      |   |   | SALTON SEA AIR BASIN             | X |      |   |   |
| El Dorado County (portion)    | X |      |   |   | SAN DIEGO AIR BASIN              | X |      |   |   |
| Mariposa County               | X |      |   |   | SAN FRANCISCO BAY AREA AIR BASIN | X |      |   |   |
| Nevada County                 | X |      |   |   | SAN JOAQUIN VALLEY AIR BASIN     | X |      |   |   |
| Placer County (portion)       | X |      |   |   | SOUTH CENTRAL COAST AIR BASIN    |   |      |   |   |
| Plumas County                 |   |      | X |   | San Luis Obispo County           | X |      |   |   |
| Sierra County                 |   |      | X |   | Santa Barbara County             |   | X    |   |   |
| Tuolumne County               | X |      |   |   | Ventura County                   | X |      |   |   |
| NORTH CENTRAL COAST AIR BASIN |   | X    |   |   | SOUTH COAST AIR BASIN            | X |      |   |   |
| NORTH COAST AIR BASIN         |   |      |   | X |                                  |   |      |   |   |

(1) AB 3048 (Olberg) and AB 2525 (Miller) signed into law in 1996, made changes to Health and Safety Code, section 40925.5. One of the changes allows nonattainment districts to become nonattainment-transitional for ozone by operation of law.

FIGURE 2

**2018  
Area Designations for State  
Ambient Air Quality Standards  
PM<sub>10</sub>**



Source Date:  
October 2018  
Air Quality Planning and Science Division

**TABLE 2**

**California Ambient Air Quality Standards  
Area Designation for Suspended Particulate Matter (PM<sub>10</sub>)**

|                               | N | U | A |                                                  | N | U | A |
|-------------------------------|---|---|---|--------------------------------------------------|---|---|---|
| GREAT BASIN VALLEYS AIR BASIN | X |   |   | NORTH CENTRAL COAST AIR BASIN                    | X |   |   |
| LAKE COUNTY AIR BASIN         |   |   | X | NORTH COAST AIR BASIN                            |   |   |   |
| LAKE TAHOE AIR BASIN          | X |   |   | Del Norte, Sonoma (portion) and Trinity Counties |   |   | X |
| MOJAVE DESERT AIR BASIN       | X |   |   | Remainder of Air Basin                           | X |   |   |
| MOUNTAIN COUNTIES AIR BASIN   |   |   |   | NORTHEAST PLATEAU AIR BASIN                      |   |   |   |
| Amador County                 |   | X |   | Siskiyou County                                  |   |   | X |
| Calaveras County              | X |   |   | Remainder of Air Basin                           |   | X |   |
| El Dorado County (portion)    | X |   |   | SACRAMENTO VALLEY AIR BASIN                      |   |   |   |
| Mariposa County               |   |   |   | Shasta County                                    |   |   | X |
| - Yosemite National Park      | X |   |   | Remainder of Air Basin                           | X |   |   |
| - Remainder of County         |   | X |   | SALTON SEA AIR BASIN                             | X |   |   |
| Nevada County                 | X |   |   | SAN DIEGO AIR BASIN                              | X |   |   |
| Placer County (portion)       | X |   |   | SAN FRANCISCO BAY AREA AIR BASIN                 | X |   |   |
| Plumas County                 | X |   |   | SAN JOAQUIN VALLEY AIR BASIN                     | X |   |   |
| Sierra County                 | X |   |   | SOUTH CENTRAL COAST AIR BASIN                    | X |   |   |
| Tuolumne County               |   | X |   | SOUTH COAST AIR BASIN                            | X |   |   |

FIGURE 3



**TABLE 3**

**California Ambient Air Quality Standards  
Area Designations for Fine Particulate Matter (PM2.5)**

|                                                                             | N | U | A |                                  | N | U | A |
|-----------------------------------------------------------------------------|---|---|---|----------------------------------|---|---|---|
| GREAT BASIN VALLEYS AIR BASIN                                               |   |   | X | SALTON SEA AIR BASIN             |   |   |   |
| LAKE COUNTY AIR BASIN                                                       |   |   | X | Imperial County                  |   |   |   |
| LAKE TAHOE AIR BASIN                                                        |   |   | X | - City of Calexico (3)           | X |   |   |
| MOJAVE DESERT AIR BASIN                                                     |   |   |   | Remainder of Air Basin           |   |   | X |
| San Bernardino County                                                       |   |   |   | SAN DIEGO AIR BASIN              | X |   |   |
| - County portion of federal Southeast<br>Desert Modified AQMA for Ozone (1) |   |   | X | SAN FRANCISCO BAY AREA AIR BASIN | X |   |   |
|                                                                             |   |   |   | SAN JOAQUIN VALLEY AIR BASIN     | X |   |   |
| Remainder of Air Basin                                                      |   | X |   | SOUTH CENTRAL COAST AIR BASIN    |   |   |   |
| MOUNTAIN COUNTIES AIR BASIN                                                 |   |   |   | San Luis Obispo County           |   |   | X |
| Plumas County                                                               |   |   |   | Santa Barbara County             |   | X |   |
| - Portola Valley (2)                                                        | X |   |   | Ventura County                   |   |   | X |
| Remainder of Air Basin                                                      |   | X |   | SOUTH COAST AIR BASIN            | X |   |   |
| NORTH CENTRAL COAST AIR BASIN                                               |   |   | X |                                  |   |   |   |
| NORTH COAST AIR BASIN                                                       |   |   | X |                                  |   |   |   |
| NORTHEAST PLATEAU AIR BASIN                                                 |   |   | X |                                  |   |   |   |
| SACRAMENTO VALLEY AIR BASIN                                                 |   |   |   |                                  |   |   |   |
| Butte County                                                                | X |   |   |                                  |   |   |   |
| Colusa County                                                               |   |   | X |                                  |   |   |   |
| Glenn County                                                                |   |   | X |                                  |   |   |   |
| Placer County (portion)                                                     |   |   | X |                                  |   |   |   |
| Sacramento County                                                           |   |   | X |                                  |   |   |   |
| Shasta County                                                               |   |   | X |                                  |   |   |   |
| Sutter and Yuba Counties                                                    |   |   | X |                                  |   |   |   |
| Remainder of Air Basin                                                      |   | X |   |                                  |   |   |   |

(1) California Code of Regulations, title 17, section 60200(b)

(2) California Code of Regulations, title 17, section 60200(c)

(3) California Code of Regulations, title 17, section 60200(a)



FIGURE 4

2018  
Area Designations for State  
Ambient Air Quality Standards  
CARBON MONOXIDE



Source Date:  
October 2018  
Air Quality Planning and Science Division

**TABLE 4**

**California Ambient Air Quality Standards  
Area Designation for Carbon Monoxide\***

|                                 | N | NA-T | U | A |                                  | N | NA-T | U | A |
|---------------------------------|---|------|---|---|----------------------------------|---|------|---|---|
| GREAT BASIN VALLEYS AIR BASIN   |   |      |   |   | SACRAMENTO VALLEY AIR BASIN      |   |      |   |   |
| Alpine County                   |   |      | X |   | Butte County                     |   |      |   | X |
| Inyo County                     |   |      |   | X | Colusa County                    |   |      | X |   |
| Mono County                     |   |      |   | X | Glenn County                     |   |      | X |   |
| LAKE COUNTY AIR BASIN           |   |      |   | X | Placer County (portion)          |   |      |   | X |
| LAKE TAHOE AIR BASIN            |   |      |   | X | Sacramento County                |   |      |   | X |
| MOJAVE DESERT AIR BASIN         |   |      |   |   | Shasta County                    |   |      | X |   |
| Kern County (portion)           |   |      | X |   | Solano County (portion)          |   |      |   | X |
| Los Angeles County (portion)    |   |      |   | X | Sutter County                    |   |      |   | X |
| Riverside County (portion)      |   |      | X |   | Tehama County                    |   |      | X |   |
| San Bernardino County (portion) |   |      |   | X | Yolo County                      |   |      |   | X |
| MOUNTAIN COUNTIES AIR BASIN     |   |      |   |   | Yuba County                      |   |      | X |   |
| Amador County                   |   |      | X |   | SALTON SEA AIR BASIN             |   |      |   | X |
| Calaveras County                |   |      | X |   | SAN DIEGO AIR BASIN              |   |      |   | X |
| El Dorado County (portion)      |   |      | X |   | SAN FRANCISCO BAY AREA AIR BASIN |   |      |   | X |
| Mariposa County                 |   |      | X |   | SAN JOAQUIN VALLEY AIR BASIN     |   |      |   |   |
| Nevada County                   |   |      | X |   | Fresno County                    |   |      |   | X |
| Placer County (portion)         |   |      | X |   | Kern County (portion)            |   |      |   | X |
| Plumas County                   |   |      |   | X | Kings County                     |   |      | X |   |
| Sierra County                   |   |      | X |   | Madera County                    |   |      | X |   |
| Tuolumne County                 |   |      |   | X | Merced County                    |   |      | X |   |
| NORTH CENTRAL COAST AIR BASIN   |   |      |   |   | San Joaquin County               |   |      |   | X |
| Monterey County                 |   |      |   | X | Stanislaus County                |   |      |   | X |
| San Benito County               |   |      | X |   | Tulare County                    |   |      |   | X |
| Santa Cruz County               |   |      | X |   | SOUTH CENTRAL COAST AIR BASIN    |   |      |   | X |
| NORTH COAST AIR BASIN           |   |      |   |   | SOUTH COAST AIR BASIN            |   |      |   | X |
| Del Norte County                |   |      | X |   |                                  |   |      |   |   |
| Humboldt County                 |   |      |   | X |                                  |   |      |   |   |
| Mendocino County                |   |      |   | X |                                  |   |      |   |   |
| Sonoma County (portion)         |   |      | X |   |                                  |   |      |   |   |
| Trinity County                  |   |      | X |   |                                  |   |      |   |   |
| NORTHEAST PLATEAU AIR BASIN     |   |      | X |   |                                  |   |      |   |   |

\* The area designated for carbon monoxide is a county or portion of a county

FIGURE 5

**2018**  
**Area Designations for State**  
**Ambient Air Quality Standards**  
**NITROGEN DIOXIDE**



Source Date:  
 October 2018  
 Air Quality Planning and Science Division

**TABLE 5**

**California Ambient Air Quality Standards  
Area Designation for Nitrogen Dioxide**

|                               | N | U | A |                                                                                   | N | U | A |
|-------------------------------|---|---|---|-----------------------------------------------------------------------------------|---|---|---|
| GREAT BASIN VALLEYS AIR BASIN |   |   | X | SACRAMENTO VALLEY AIR BASIN                                                       |   |   | X |
| LAKE COUNTY AIR BASIN         |   |   | X | SALTON SEA AIR BASIN                                                              |   |   | X |
| LAKE TAHOE AIR BASIN          |   |   | X | SAN DIEGO AIR BASIN                                                               |   |   | X |
| MOJAVE DESERT AIR BASIN       |   |   | X | SAN FRANCISCO BAY AREA AIR BASIN                                                  |   |   | X |
| MOUNTAIN COUNTIES AIR BASIN   |   |   | X | SAN JOAQUIN VALLEY AIR BASIN                                                      |   |   | X |
| NORTH CENTRAL COAST AIR BASIN |   |   | X | SOUTH CENTRAL COAST AIR BASIN                                                     |   |   | X |
| NORTH COAST AIR BASIN         |   |   | X | SOUTH COAST AIR BASIN                                                             |   |   |   |
| NORTHEAST PLATEAU AIR BASIN   |   |   | X | CA 60 Near-road Portion of San Bernardino,<br>Riverside, and Los Angeles Counties | X |   |   |
|                               |   |   |   | Remainder of Air Basin                                                            |   |   | X |

FIGURE 6



**TABLE 6****California Ambient Air Quality Standards  
Area Designation for Sulfur Dioxide\***

|                               | N | U/A |                                  | N | U/A |
|-------------------------------|---|-----|----------------------------------|---|-----|
| GREAT BASIN VALLEYS AIR BASIN |   | X   | SACRAMENTO VALLEY AIR BASIN      |   | X   |
| LAKE COUNTY AIR BASIN         |   | X   | SALTON SEA AIR BASIN             |   | X   |
| LAKE TAHOE AIR BASIN          |   | X   | SAN DIEGO AIR BASIN              |   | X   |
| MOJAVE DESERT AIR BASIN       |   | X   | SAN FRANCISCO BAY AREA AIR BASIN |   | X   |
| MOUNTAIN COUNTIES AIR BASIN   |   | X   | SAN JOAQUIN VALLEY AIR BASIN     |   | X   |
| NORTH CENTRAL COAST AIR BASIN |   | X   | SOUTH CENTRAL COAST AIR BASIN    |   | X   |
| NORTH COAST AIR BASIN         |   | X   | SOUTH COAST AIR BASIN            |   | X   |
| NORTHEAST PLATEAU AIR BASIN   |   | X   |                                  |   |     |

\* The area designated for sulfur dioxide is a county or portion of a county

FIGURE 7

**2018**  
**Area Designations for State**  
**Ambient Air Quality Standards**  
**SULFATES**



Source Date:  
 October 2018  
 Air Quality Planning and Science Division

**TABLE 7****California Ambient Air Quality Standards  
Area Designation for Sulfates**

|                               | N | U | A |                                  | N | U | A |
|-------------------------------|---|---|---|----------------------------------|---|---|---|
| GREAT BASIN VALLEYS AIR BASIN |   |   | X | SACRAMENTO VALLEY AIR BASIN      |   |   | X |
| LAKE COUNTY AIR BASIN         |   |   | X | SALTON SEA AIR BASIN             |   |   | X |
| LAKE TAHOE AIR BASIN          |   |   | X | SAN DIEGO AIR BASIN              |   |   | X |
| MOJAVE DESERT AIR BASIN       |   |   | X | SAN FRANCISCO BAY AREA AIR BASIN |   |   | X |
| MOUNTAIN COUNTIES AIR BASIN   |   |   | X | SAN JOAQUIN VALLEY AIR BASIN     |   |   | X |
| NORTH CENTRAL COAST AIR BASIN |   |   | X | SOUTH CENTRAL COAST AIR BASIN    |   |   | X |
| NORTH COAST AIR BASIN         |   |   | X | SOUTH COAST AIR BASIN            |   |   | X |
| NORTHEAST PLATEAU AIR BASIN   |   |   | X |                                  |   |   |   |



FIGURE 8

**2018  
Area Designations for State  
Ambient Air Quality Standards  
LEAD**



Source Date:  
October 2018  
Air Quality Planning and Science Division

**TABLE 8**

**California Ambient Air Quality Standards  
Area Designations for Lead (particulate)\***

|                               | N | U | A |                                  | N | U | A |
|-------------------------------|---|---|---|----------------------------------|---|---|---|
| GREAT BASIN VALLEYS AIR BASIN |   |   | X | SALTON SEA AIR BASIN             |   |   | X |
| LAKE COUNTY AIR BASIN         |   |   | X | SAN DIEGO AIR BASIN              |   |   | X |
| LAKE TAHOE AIR BASIN          |   |   | X | SAN FRANCISCO BAY AREA AIR BASIN |   |   | X |
| MOJAVE DESERT AIR BASIN       |   |   | X | SAN JOAQUIN VALLEY AIR BASIN     |   |   | X |
| MOUNTAIN COUNTIES AIR BASIN   |   |   | X | SOUTH CENTRAL COAST AIR BASIN    |   |   | X |
| NORTH CENTRAL COAST AIR BASIN |   |   | X | SOUTH COAST AIR BASIN            |   |   | X |
| NORTH COAST AIR BASIN         |   |   | X |                                  |   |   |   |
| NORTHEAST PLATEAU AIR BASIN   |   |   | X |                                  |   |   |   |
| SACRAMENTO VALLEY AIR BASIN   |   |   | X |                                  |   |   |   |

\* The area designated for lead is a county or portion of a county. Since all areas in the State are in attainment for this standard, air basins are indicated here for simplicity.

FIGURE 9

**2018**  
**Area Designations for State**  
**Ambient Air Quality Standards**  
**HYDROGEN SULFIDE**



Source Date:  
 October 2018  
 Air Quality Planning and Science Division

**TABLE 9**

**California Ambient Air Quality Standards  
Area Designation for Hydrogen Sulfide\***

|                                    | N | NA-T | U | A |                                  | N | NA-T | U | A |
|------------------------------------|---|------|---|---|----------------------------------|---|------|---|---|
| GREAT BASIN VALLEYS AIR BASIN      |   |      |   |   | NORTH CENTRAL COAST AIR BASIN    |   |      | X |   |
| Alpine County                      |   |      | X |   | NORTH COAST AIR BASIN            |   |      |   |   |
| Inyo County                        |   |      |   | X | Del Norte County                 |   |      | X |   |
| Mono County                        |   |      |   | X | Humboldt County                  |   |      |   | X |
| LAKE COUNTY AIR BASIN              |   |      |   | X | Mendocino County                 |   |      | X |   |
| LAKE TAHOE AIR BASIN               |   |      | X |   | Sonoma County (portion)          |   |      |   |   |
| MOJAVE DESERT AIR BASIN            |   |      |   |   | - Geyser Geothermal Area (2)     |   |      |   | X |
| Kern County (portion)              |   |      | X |   | - Remainder of County            |   |      | X |   |
| Los Angeles County (portion)       |   |      | X |   | Trinity County                   |   |      | X |   |
| Riverside County (portion)         |   |      | X |   | NORTHEAST PLATEAU AIR BASIN      |   |      | X |   |
| San Bernardino County (portion)    |   |      |   |   | SACRAMENTO VALLEY AIR BASIN      |   |      | X |   |
| - Searles Valley Planning Area (1) | X |      |   |   | SALTON SEA AIR BASIN             |   |      | X |   |
| - Remainder of County              |   |      | X |   | SAN DIEGO AIR BASIN              |   |      | X |   |
| MOUNTAIN COUNTIES AIR BASIN        |   |      |   |   | SAN FRANCISCO BAY AREA AIR BASIN |   |      | X |   |
| Amador County                      |   |      |   |   | SAN JOAQUIN VALLEY AIR BASIN     |   |      | X |   |
| - City of Sutter Creek             | X |      |   |   | SOUTH CENTRAL COAST AIR BASIN    |   |      |   |   |
| - Remainder of County              |   |      | X |   | San Luis Obispo County           |   |      |   | X |
| Calaveras County                   |   |      | X |   | Santa Barbara County             |   |      |   | X |
| El Dorado County (portion)         |   |      | X |   | Ventura County                   |   |      | X |   |
| Mariposa County                    |   |      | X |   | SOUTH COAST AIR BASIN            |   |      | X |   |
| Nevada County                      |   |      | X |   |                                  |   |      |   |   |
| Placer County (portion)            |   |      | X |   |                                  |   |      |   |   |
| Plumas County                      |   |      | X |   |                                  |   |      |   |   |
| Sierra County                      |   |      | X |   |                                  |   |      |   |   |
| Tuolumne County                    |   |      | X |   |                                  |   |      |   |   |

\* The area designated for hydrogen sulfide is a county or portion of a county

(1) 52 Federal Register 29384 (August 7, 1987)

(2) California Code of Regulations, title 17, section 60200(d)

FIGURE 10

**2018**  
**Area Designations for State**  
**Ambient Air Quality Standards**  
**VISIBILITY REDUCING PARTICLES**

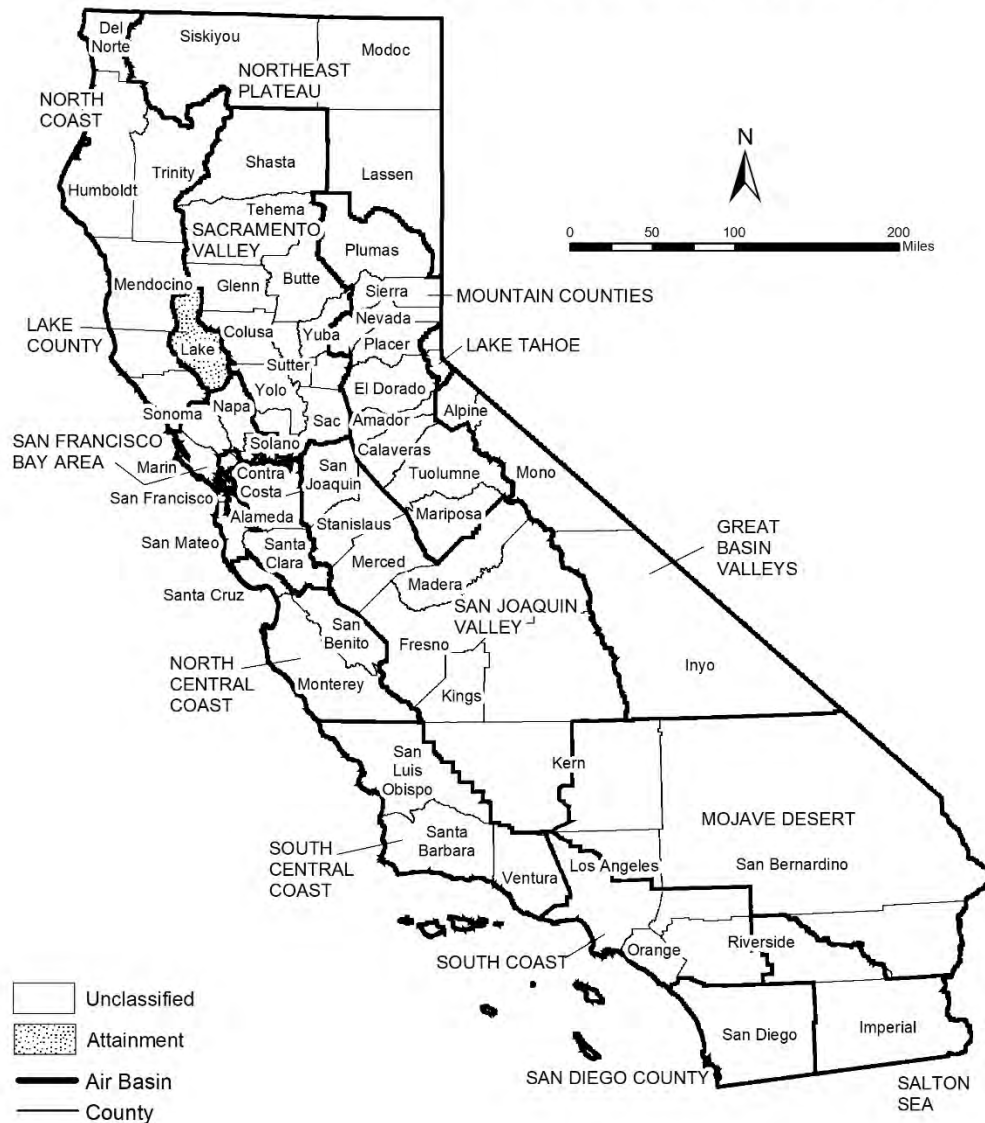


**TABLE 10**

**California Ambient Air Quality Standards  
Area Designation for Visibility Reducing Particles**

|                               | N | NA-T | U | A |                                  | N | NA-T | U | A |
|-------------------------------|---|------|---|---|----------------------------------|---|------|---|---|
| GREAT BASIN VALLEYS AIR BASIN |   |      | X |   | SACRAMENTO VALLEY AIR BASIN      |   |      | X |   |
| LAKE COUNTY AIR BASIN         |   |      |   | X | SALTON SEA AIR BASIN             |   |      | X |   |
| LAKE TAHOE AIR BASIN          |   |      | X |   | SAN DIEGO AIR BASIN              |   |      | X |   |
| MOJAVE DESERT AIR BASIN       |   |      | X |   | SAN FRANCISCO BAY AREA AIR BASIN |   |      | X |   |
| MOUNTAIN COUNTIES AIR BASIN   |   |      | X |   | SAN JOAQUIN VALLEY AIR BASIN     |   |      | X |   |
| NORTH CENTRAL COAST AIR BASIN |   |      | X |   | SOUTH CENTRAL COAST AIR BASIN    |   |      | X |   |
| NORTH COAST AIR BASIN         |   |      | X |   | SOUTH COAST AIR BASIN            |   |      | X |   |
| NORTHEAST PLATEAU AIR BASIN   |   |      | X |   |                                  |   |      |   |   |

## ***Area Designations for the National Ambient Air Quality Standards***

The following maps and tables show the area designations for each pollutant with a national ambient air quality standard. Additional information about the federal area designations is available on the U.S. EPA website:

<https://www.epa.gov/green-book>

Over the last several years, U.S. EPA has been reviewing the levels of the various national standards. The agency has already promulgated new standard levels for some pollutants and is considering revising the levels for others. Information about the status of these reviews is available on the U.S. EPA website:

<https://www.epa.gov/criteria-air-pollutants>

### **Designation Categories**

*Suspended Particulate Matter (PM<sub>10</sub>)*. The U.S. EPA uses three categories to designate areas with respect to PM<sub>10</sub>:

- Attainment
- Nonattainment
- Unclassifiable

*Ozone, Fine Suspended Particulate Matter (PM<sub>2.5</sub>), Carbon Monoxide (CO), and Nitrogen Dioxide (NO<sub>2</sub>)*. The U.S. EPA uses two categories to designate areas with respect to these standards:

- Nonattainment
- Unclassifiable/Attainment

The national 1-hour ozone standard was revoked effective June 15, 2005, and the area designations map reflects the 2015 national 8-hour ozone standard of 0.070 ppm. Original designations were finalized on August 3, 2018.

On December 14, 2012, the U.S. EPA established a new national annual primary PM<sub>2.5</sub> standard of 12.0 µg/m<sup>3</sup>. New area designations reflecting this revised standard became final in December 2014. The current designation map reflects the most recently revised (2012) annual average standard of 12.0 µg/m<sup>3</sup> as well as the 24-hour standard of 35 µg/m<sup>3</sup>, revised in 2006.

On January 22, 2010, the U.S. EPA established a new national 1-hour NO<sub>2</sub> standard of 100 parts per billion (ppb) and retained the annual average standard of 53 ppb. Designations for the primary NO<sub>2</sub> standard became effective on February 29, 2012. All areas of California meet this standard.

*Sulfur Dioxide (SO<sub>2</sub>)*. The U.S. EPA uses three categories to designate areas with respect to the 24-hour and annual average sulfur dioxide standards. These designation categories are:

- Nonattainment,
- Unclassifiable, and
- Attainment/Unclassifiable.

On June 2, 2010, the U.S. EPA established a new primary 1-hour SO<sub>2</sub> standard of 75 parts per billion (ppb). At the same time, U.S. EPA revoked the 24-hour and annual

average standards. Area designations for the 1-hour SO<sub>2</sub> standard were finalized on December 21, 2017 and are reflected in the area designations map.

*Lead (particulate).* The U.S. EPA promulgated a new rolling 3-month average lead standard in October 2008 of 0.15 µg/m<sup>3</sup>. Designations were made for this standard in November 2010.

### Designation Areas

From time to time, the boundaries of the California air basins have been changed to facilitate the planning process. CARB generally initiates these changes, and they are not always reflected in the U.S. EPA's area designations. For purposes of consistency, the maps in this attachment reflect area designation boundaries and nomenclature as promulgated by the U.S. EPA. In some cases, these may not be the same as those adopted by CARB. For example, the national area designations reflect the former Southeast Desert Air Basin. In accordance with Health and Safety Code section 39606.1, CARB redefined this area in 1996 to be the Mojave Desert Air Basin and Salton Sea Air Basin. The definitions and boundaries for all areas designated for the national standards can be found in Title 40, Code of Federal Regulations (CFR), Chapter I, Subchapter C, Part 81.305. They are available on the web at:

*[https://ecfr.io/Title-40/se40.20.81\\_1305](https://ecfr.io/Title-40/se40.20.81_1305)*



FIGURE 11



**TABLE 11**

**National Ambient Air Quality Standards  
Area Designations for 8-Hour Ozone\***

|                                         | N | U/A |                                                  | N | U/A |
|-----------------------------------------|---|-----|--------------------------------------------------|---|-----|
| GREAT BASIN VALLEYS AIR BASIN           |   | X   | SACRAMENTO VALLEY AIR BASIN (cont.)              |   |     |
| LAKE COUNTY AIR BASIN                   |   | X   | Yolo County (2)                                  | X |     |
| LAKE TAHOE AIR BASIN                    |   | X   | Yuba County                                      |   | X   |
| MOUNTAIN COUNTIES AIR BASIN             |   |     | SAN DIEGO COUNTY                                 | X |     |
| Amador County                           | X |     | SAN FRANCISCO BAY AREA AIR BASIN                 | X |     |
| Calaveras County                        | X |     | SAN JOAQUIN VALLEY AIR BASIN                     | X |     |
| El Dorado County (portion) (2)          | X |     | SOUTH CENTRAL COAST AIR BASIN (1)                |   |     |
| Mariposa County                         | X |     | San Luis Obispo County                           |   |     |
| Nevada County                           |   |     | - Eastern San Luis Obispo County                 | X |     |
| - Western Nevada County                 | X |     | - Remainder of County                            |   | X   |
| - Remainder of County                   |   | X   | Santa Barbara County                             |   | X   |
| Placer County (portion) (2)             | X |     | Ventura County                                   |   |     |
| Plumas County                           |   | X   | - Area excluding Anacapa and San Nicolas Islands | X |     |
| Sierra County                           |   | X   | - Channel Islands (1)                            |   | X   |
| Tuolumne County                         | X |     | SOUTH COAST AIR BASIN (1)                        | X |     |
| NORTH CENTRAL COAST AIR BASIN           |   | X   | SOUTHEAST DESERT AIR BASIN                       |   |     |
| NORTH COAST AIR BASIN                   |   | X   | Kern County (portion)                            | X |     |
| NORTHEAST PLATEAU AIR BASIN             |   | X   | - Indian Wells Valley                            |   | X   |
| SACRAMENTO VALLEY AIR BASIN             |   |     | Imperial County                                  | X |     |
| Butte County                            | X |     | Los Angeles County (portion)                     | X |     |
| Colusa County                           |   | X   | Riverside County (portion)                       |   |     |
| Glenn County                            |   | X   | - Coachella Valley                               | X |     |
| Sacramento Metro Area (2)               | X |     | - Non-AQMA portion                               |   | X   |
| Shasta County                           |   | X   | San Bernardino County                            |   |     |
| Sutter County                           |   |     | - Western portion (AQMA)                         | X |     |
| - Sutter Buttes                         | X |     | - Eastern portion (non-AQMA)                     |   | X   |
| - Southern portion of Sutter County (2) | X |     |                                                  |   |     |
| - Remainder of Sutter County            |   | X   |                                                  |   |     |
| Tehama County                           |   |     |                                                  |   |     |
| - Tuscan Buttes                         | X |     |                                                  |   |     |
| - Remainder of Tehama County            |   | X   |                                                  |   |     |

\* Definitions and references for all areas can be found in 40 CFR, Chapter I, Part 81.305.

NOTE: This map and table reflect the 2015 8-hour ozone standard of 0.070 ppm.

(1) South Central Coast Air Basin Channel Islands:

Santa Barbara County includes Santa Cruz, San Miguel, Santa Rosa, and Santa Barbara Islands.

Ventura County includes Anacapa and San Nicolas Islands.

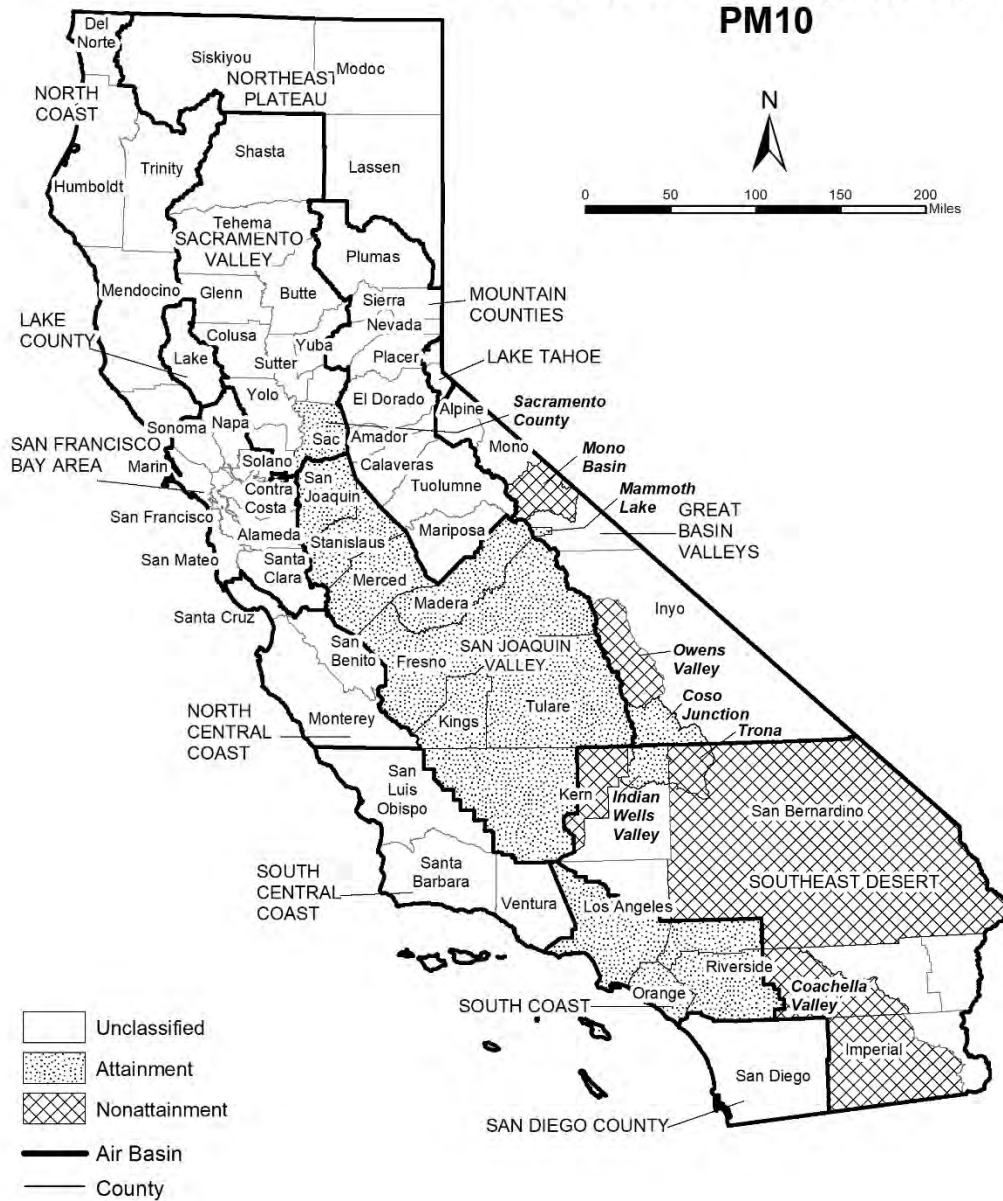
South Coast Air Basin:

Los Angeles County includes San Clemente and Santa Catalina Islands.

(2) For this purpose, the Sacramento Metro Area comprises all of Sacramento and Yolo Counties, the Sacramento Valley Air Basin portion of Solano County, the southern portion of Sutter County, and the Sacramento Valley and Mountain Counties Air Basins portions of Placer and El Dorado counties.

FIGURE 12

# Area Designations for National Ambient Air Quality Standards PM<sub>10</sub>



Source Date:  
October 2018  
Air Quality Planning and Science Division

**TABLE 12**

**National Ambient Air Quality Standards  
Area Designations for Suspended Particulate Matter (PM10)\***

|                               | N | U | A |                                                   | N | U | A |
|-------------------------------|---|---|---|---------------------------------------------------|---|---|---|
| GREAT BASIN VALLEYS AIR BASIN |   |   |   | SAN DIEGO COUNTY                                  |   | X |   |
| Alpine County                 |   | X |   | SAN FRANCISCO BAY AREA AIR BASIN                  |   | X |   |
| Inyo County                   |   |   |   | SAN JOAQUIN VALLEY AIR BASIN                      |   |   | X |
| - Owens Valley Planning Area  | X |   |   | SOUTH CENTRAL COAST AIR BASIN                     |   | X |   |
| - Coso Junction               |   |   | X | SOUTH COAST AIR BASIN                             |   |   | X |
| - Remainder of County         |   | X |   | SOUTHEAST DESERT AIR BASIN                        |   |   |   |
| Mono County                   |   |   |   | Eastern Kern County                               |   |   |   |
| - Mammoth Lake Planning Area  |   |   | X | - Indian Wells Valley                             |   |   | X |
| - Mono Lake Basin             | X |   |   | - Portion within San Joaquin Valley Planning Area | X |   |   |
| - Remainder of County         |   | X |   | - Remainder of County                             |   | X |   |
| LAKE COUNTY AIR BASIN         |   | X |   | Imperial County                                   |   |   |   |
| LAKE TAHOE AIR BASIN          |   | X |   | - Imperial Valley Planning Area                   | X |   |   |
| MOUNTAIN COUNTIES AIR BASIN   |   |   |   | - Remainder of County                             |   | X |   |
| Placer County (portion) (2)   |   | X |   | Los Angeles County (portion)                      |   | X |   |
| Remainder of Air Basin        |   | X |   | Riverside County (portion)                        |   |   |   |
| NORTH CENTRAL COAST AIR BASIN |   | X |   | - Coachella Valley (3)                            | X |   |   |
| NORTH COAST AIR BASIN         |   | X |   | - Non-AQMA portion                                |   | X |   |
| NORTHEAST PLATEAU AIR BASIN   |   | X |   | San Bernardino County                             |   |   |   |
| SACRAMENTO VALLEY AIR BASIN   |   |   |   | - Trona                                           | X |   |   |
| Butte County                  |   | X |   | - Remainder of County                             | X |   |   |
| Colusa County                 |   | X |   |                                                   |   |   |   |
| Glenn County                  |   | X |   |                                                   |   |   |   |
| Placer County (portion) (2)   |   | X |   |                                                   |   |   |   |
| Sacramento County (1)         |   |   | X |                                                   |   |   |   |
| Shasta County                 |   | X |   |                                                   |   |   |   |
| Solano County (portion)       |   | X |   |                                                   |   |   |   |
| Sutter County                 |   | X |   |                                                   |   |   |   |
| Tehama County                 |   | X |   |                                                   |   |   |   |
| Yolo County                   |   | X |   |                                                   |   |   |   |
| Yuba County                   |   | X |   |                                                   |   |   |   |

\* Definitions and references for all areas can be found in 40 CFR, Chapter I, Part 81.305.

(1) Air quality in Sacramento County meets the national PM10 standards. The request for redesignation to attainment was approved by U.S. EPA in September 2013.

(2) U.S. EPA designation puts the Sacramento Valley Air Basin portion of Placer County in the Mountain Counties Air Basin.

(3) Air quality in Coachella Valley meets the national PM10 standards. A request for redesignation to attainment has been submitted to U.S. EPA.

FIGURE 13

# Area Designations for National Ambient Air Quality Standards PM<sub>2.5</sub>



Source Date:  
October 2018  
Air Quality Planning and Science Division

**TABLE 13**

**National Ambient Air Quality Standards  
Area Designations for Fine Particulate Matter (PM2.5)\***

|                                    | N | U/A |                                      | N | U/A |
|------------------------------------|---|-----|--------------------------------------|---|-----|
| GREAT BASIN VALLEYS AIR BASIN      |   | X   | SAN DIEGO COUNTY                     |   | X   |
| LAKE COUNTY AIR BASIN              |   | X   | SAN FRANCISCO BAY AREA AIR BASIN (2) | X |     |
| LAKE TAHOE AIR BASIN               |   | X   | SAN JOAQUIN VALLEY AIR BASIN         | X |     |
| MOUNTAIN COUNTIES AIR BASIN        |   |     | SOUTH CENTRAL COAST AIR BASIN        |   | X   |
| Plumas County                      |   |     | SOUTH COAST AIR BASIN (3)            | X |     |
| - Portola Valley Portion of Plumas | X |     | SOUTHEAST DESERT AIR BASIN           |   |     |
| - Remainder of Plumas County       |   | X   | Imperial County (portion) (4)        | X |     |
| Remainder of Air Basin             |   | X   | Remainder of Air Basin               |   | X   |
| NORTH CENTRAL COAST AIR BASIN      |   | X   |                                      |   |     |
| NORTH COAST AIR BASIN              |   | X   |                                      |   |     |
| NORTHEAST PLATEAU AIR BASIN        |   | X   |                                      |   |     |
| SACRAMENTO VALLEY AIR BASIN        |   |     |                                      |   |     |
| Sacramento Metro Area (1)          | X |     |                                      |   |     |
| Sutter County                      |   | X   |                                      |   |     |
| Yuba County (portion)              |   | X   |                                      |   |     |
| Remainder of Air Basin             |   | X   |                                      |   |     |

\* Definitions and references for all areas can be found in 40 CFR, Chapter I, Part 81.305. This map reflects the 2006 24-hour PM2.5 standard as well as the 1997 and 2012 PM2.5 annual standards.

(1) For this purpose, Sacramento Metro Area comprises all of Sacramento and portions of El Dorado, Placer, Solano, and Yolo Counties. Air quality in this area meets the national PM2.5 standards. A Determination of Attainment for the 2006 24-hour PM2.5 standard was made by U.S. EPA in June 2017.

(2) Air quality in this area meets the national PM2.5 standards. A Determination of Attainment for the 2006 24-hour PM2.5 standard was made by U.S. EPA in June 2017.

(3) Those lands of the Santa Rosa Band of Cahulla Mission Indians in Riverside County are designated Unclassifiable/Attainment.

(4) That portion of Imperial County encompassing the urban and surrounding areas of Brawley, Calexico, El Centro, Heber, Holtville, Imperial, Seeley, and Westmorland. Air quality in this area meets the national PM2.5 standards. A Determination of Attainment for the 2006 24-hour PM2.5 standard was made by U.S. EPA in June 2017.

FIGURE 14



Source Date:  
October 2018  
Air Quality Planning and Science Division

**TABLE 14****National Ambient Air Quality Standards  
Area Designations for Carbon Monoxide\***

|                               | N | U/A |                                  | N | U/A |
|-------------------------------|---|-----|----------------------------------|---|-----|
| GREAT BASIN VALLEYS AIR BASIN |   | X   | SACRAMENTO VALLEY AIR BASIN      |   | X   |
| LAKE COUNTY AIR BASIN         |   | X   | SAN DIEGO COUNTY                 |   | X   |
| LAKE TAHOE AIR BASIN          |   | X   | SAN FRANCISCO BAY AREA AIR BASIN |   | X   |
| MOUNTAIN COUNTIES AIR BASIN   |   | X   | SAN JOAQUIN VALLEY AIR BASIN     |   | X   |
| NORTH CENTRAL COAST AIR BASIN |   | X   | SOUTH CENTRAL COAST AIR BASIN    |   | X   |
| NORTH COAST AIR BASIN         |   | X   | SOUTH COAST AIR BASIN            |   | X   |
| NORTHEAST PLATEAU AIR BASIN   |   | X   | SOUTHEAST DESERT AIR BASIN       |   | X   |

\* Definitions and references for all areas can be found in 40 CFR, Chapter I, Part 81.305.



FIGURE 15



**TABLE 15****National Ambient Air Quality Standards  
Area Designations for Nitrogen Dioxide\***

|                               | N | U/A |                                  | N | U/A |
|-------------------------------|---|-----|----------------------------------|---|-----|
| GREAT BASIN VALLEYS AIR BASIN |   | X   | SACRAMENTO VALLEY AIR BASIN      |   | X   |
| LAKE COUNTY AIR BASIN         |   | X   | SAN DIEGO COUNTY                 |   | X   |
| LAKE TAHOE AIR BASIN          |   | X   | SAN FRANCISCO BAY AREA AIR BASIN |   | X   |
| MOUNTAIN COUNTIES AIR BASIN   |   | X   | SAN JOAQUIN VALLEY AIR BASIN     |   | X   |
| NORTH CENTRAL COAST AIR BASIN |   | X   | SOUTH CENTRAL COAST AIR BASIN    |   | X   |
| NORTH COAST AIR BASIN         |   | X   | SOUTH COAST AIR BASIN            |   | X   |
| NORTHEAST PLATEAU AIR BASIN   |   | X   | SOUTHEAST DESERT AIR BASIN       |   | X   |

\* Definitions and references for all areas can be found in 40 CFR, Chapter I, Part 81.305.

FIGURE 16



**TABLE 16**

**National Ambient Air Quality Standards  
Area Designations for Sulfur Dioxide\***

|                                  | N | U/A |                               | N | U/A |
|----------------------------------|---|-----|-------------------------------|---|-----|
| GREAT BASIN VALLEYS AIR BASIN    |   | X   | SOUTH CENTRAL COAST AIR BASIN |   |     |
| LAKE COUNTY AIR BASIN            |   | X   | San Luis Obispo County        |   | X   |
| LAKE TAHOE AIR BASIN             |   | X   | Santa Barbara County          |   | X   |
| MOUNTAIN COUNTIES AIR BASIN      |   | X   | Ventura County                |   | X   |
| NORTH CENTRAL COAST AIR BASIN    |   | X   | Channel Islands (1)           |   | X   |
| NORTH COAST AIR BASIN            |   | X   | SOUTH COAST AIR BASIN         |   | X   |
| NORTHEAST PLATEAU AIR BASIN      |   | X   | SOUTHEAST DESERT AIR BASIN    |   |     |
| SACRAMENTO VALLEY AIR BASIN      |   | X   | Imperial County               |   | X   |
| SAN DIEGO COUNTY                 |   | X   | Remainder of Air Basin        |   | X   |
| SAN FRANCISCO BAY AREA AIR BASIN |   | X   |                               |   |     |
| SAN JOAQUIN VALLEY AIR BASIN     |   |     |                               |   |     |
| Fresno County                    |   | X   |                               |   |     |
| Kern County (portion)            |   | X   |                               |   |     |
| Kings County                     |   | X   |                               |   |     |
| Madera County                    |   | X   |                               |   |     |
| Merced County                    |   | X   |                               |   |     |
| San Joaquin County               |   | X   |                               |   |     |
| Stanislaus County                |   | X   |                               |   |     |
| Tulare County                    |   | X   |                               |   |     |

\* Definitions and references for all areas can be found in 40 CFR, Chapter I, Part 81.305.

NOTE: This map and table reflect the 2010 1-hour SO<sub>2</sub> standard of 75 ppb.

(1) South Central Coast Air Basin Channel Islands:

Santa Barbara County includes Santa Cruz, San Miguel, Santa Rosa, and Santa Barbara Islands.

Ventura County includes Anacapa and San Nicolas Islands.

Note that the San Clemente and Santa Catalina Islands are considered part of Los Angeles County, and therefore, are included as part of the South Coast Air Basin.

FIGURE 17

# Area Designations for National Ambient Air Quality Standards LEAD



Source Date:  
October 2018  
Air Quality Planning and Science Division

**TABLE 17**

**National Ambient Air Quality Standards  
Area Designations for Lead (particulate)**

|                               | <b>N</b> | <b>U/A</b> |                                  | <b>N</b> | <b>U/A</b> |
|-------------------------------|----------|------------|----------------------------------|----------|------------|
| GREAT BASIN VALLEYS AIR BASIN |          | X          | SAN DIEGO COUNTY                 |          | X          |
| LAKE COUNTY AIR BASIN         |          | X          | SAN FRANCISCO BAY AREA AIR BASIN |          | X          |
| LAKE TAHOE AIR BASIN          |          | X          | SAN JOAQUIN VALLEY AIR BASIN     |          | X          |
| MOUNTAIN COUNTIES AIR BASIN   |          | X          | SOUTH CENTRAL COAST AIR BASIN    |          | X          |
| NORTH CENTRAL COAST AIR BASIN |          | X          | SOUTH COAST AIR BASIN            |          |            |
| NORTH COAST AIR BASIN         |          | X          | Los Angeles County (portion) (1) | X        |            |
| NORTHEAST PLATEAU AIR BASIN   |          | X          | Remainder of Air Basin           |          | X          |
| SACRAMENTO VALLEY AIR BASIN   |          | X          | SOUTHEAST DESERT AIR BASIN       |          | X          |

(1) Portion of County in Air Basin, not including Channel Islands

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## **APPENDIX 3.1:**

### **CALEEMOD CONSTRUCTION EMISSIONS MODEL OUTPUTS**



## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Moreno Valley Business Park - Phase II (Construction - Unmitigated)****Riverside-South Coast County, Annual****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses                        | Size   | Metric   | Lot Acreage | Floor Surface Area | Population |
|----------------------------------|--------|----------|-------------|--------------------|------------|
| Manufacturing                    | 33.06  | 1000sqft | 0.76        | 33,060.00          | 0          |
| Refrigerated Warehouse-No Rail   | 33.06  | 1000sqft | 0.76        | 33,060.00          | 0          |
| Unrefrigerated Warehouse-No Rail | 154.27 | 1000sqft | 3.54        | 154,270.00         | 0          |
| Other Asphalt Surfaces           | 173.37 | 1000sqft | 3.98        | 173,366.00         | 0          |
| Parking Lot                      | 134.00 | Space    | 0.94        | 41,076.00          | 0          |

**1.2 Other Project Characteristics**

|                                |                            |                                |       |                                  |       |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>            | Urban                      | <b>Wind Speed (m/s)</b>        | 2.4   | <b>Precipitation Freq (Days)</b> | 28    |
| <b>Climate Zone</b>            | 10                         |                                |       | <b>Operational Year</b>          | 2023  |
| <b>Utility Company</b>         | Southern California Edison |                                |       |                                  |       |
| <b>CO2 Intensity (lb/MWhr)</b> | 390.98                     | <b>CH4 Intensity (lb/MWhr)</b> | 0.033 | <b>N2O Intensity (lb/MWhr)</b>   | 0.004 |

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

Project Characteristics -

Land Use - Total Project area is 9.98 acres

Construction Phase - Construction anticipated to begin August 2022 and end in July 2023

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 - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment -

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

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

Trips and VMT - Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Site Preparation, Grading, and Building Construction

Grading - This analysis conservatively assumes that the entire Project site (approximately 10 acres) can be disturbed per day

Architectural Coating - Rule 1113

Vehicle Trips - 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

| Table Name              | Column Name                | Default Value | New Value |
|-------------------------|----------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 100.00        | 50.00     |
| tblConstructionPhase    | NumDays                    | 20.00         | 40.00     |
| tblEnergyUse            | LightingElect              | 2.93          | 0.00      |
| tblEnergyUse            | LightingElect              | 0.35          | 0.00      |
| tblEnergyUse            | LightingElect              | 2.37          | 0.00      |
| tblEnergyUse            | LightingElect              | 1.17          | 0.00      |
| tblEnergyUse            | NT24E                      | 5.02          | 0.00      |
| tblEnergyUse            | NT24E                      | 36.52         | 0.00      |
| tblEnergyUse            | NT24E                      | 0.82          | 0.00      |
| tblEnergyUse            | NT24NG                     | 17.13         | 0.00      |
| tblEnergyUse            | NT24NG                     | 48.51         | 0.00      |
| tblEnergyUse            | NT24NG                     | 0.03          | 0.00      |
| tblEnergyUse            | T24E                       | 1.97          | 0.00      |
| tblEnergyUse            | T24E                       | 0.95          | 0.00      |
| tblEnergyUse            | T24E                       | 0.33          | 0.00      |
| tblEnergyUse            | T24NG                      | 15.20         | 0.00      |
| tblEnergyUse            | T24NG                      | 3.22          | 0.00      |
| tblEnergyUse            | T24NG                      | 1.98          | 0.00      |
| tblGrading              | AcresOfGrading             | 50.00         | 200.00    |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

|                     |                            |           |           |
|---------------------|----------------------------|-----------|-----------|
| tblGrading          | AcresOfGrading             | 35.00     | 100.00    |
| tblLandUse          | LandUseSquareFeet          | 53,600.00 | 41,076.00 |
| tblLandUse          | LotAcreage                 | 1.21      | 0.94      |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00      | 0.00      |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00      | 0.00      |
| 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   | 40.99     | 0.00      |
| tblSolidWaste       | SolidWasteGenerationRate   | 31.08     | 0.00      |
| tblSolidWaste       | SolidWasteGenerationRate   | 145.01    | 0.00      |
| tblTripsAndVMT      | VendorTripNumber           | 0.00      | 3.00      |
| tblTripsAndVMT      | VendorTripNumber           | 0.00      | 5.00      |
| tblTripsAndVMT      | VendorTripNumber           | 71.00     | 63.00     |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TTP                     | 28.00     | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TTP                    | 13.00     | 0.00      |
| tblVehicleTrips     | CNW_TTP                    | 41.00     | 0.00      |
| tblVehicleTrips     | CNW_TTP                    | 41.00     | 0.00      |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

|                 |                    |               |      |
|-----------------|--------------------|---------------|------|
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TTP             | 59.00         | 0.00 |
| tblVehicleTrips | CW_TTP             | 59.00         | 0.00 |
| tblVehicleTrips | CW_TTP             | 59.00         | 0.00 |
| tblVehicleTrips | DV_TP              | 5.00          | 0.00 |
| tblVehicleTrips | DV_TP              | 5.00          | 0.00 |
| tblVehicleTrips | DV_TP              | 5.00          | 0.00 |
| tblVehicleTrips | PB_TP              | 3.00          | 0.00 |
| tblVehicleTrips | PB_TP              | 3.00          | 0.00 |
| tblVehicleTrips | PB_TP              | 3.00          | 0.00 |
| tblVehicleTrips | PR_TP              | 92.00         | 0.00 |
| tblVehicleTrips | PR_TP              | 92.00         | 0.00 |
| tblVehicleTrips | PR_TP              | 92.00         | 0.00 |
| tblVehicleTrips | ST_TR              | 6.42          | 0.00 |
| tblVehicleTrips | ST_TR              | 2.12          | 0.00 |
| tblVehicleTrips | ST_TR              | 1.74          | 0.00 |
| tblVehicleTrips | SU_TR              | 5.09          | 0.00 |
| tblVehicleTrips | SU_TR              | 2.12          | 0.00 |
| tblVehicleTrips | SU_TR              | 1.74          | 0.00 |
| tblVehicleTrips | WD_TR              | 3.93          | 0.00 |
| tblVehicleTrips | WD_TR              | 2.12          | 0.00 |
| tblVehicleTrips | WD_TR              | 1.74          | 0.00 |
| tblWater        | IndoorWaterUseRate | 7,645,125.00  | 0.00 |
| tblWater        | IndoorWaterUseRate | 7,645,125.00  | 0.00 |
| tblWater        | IndoorWaterUseRate | 35,674,937.50 | 0.00 |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.0 Emissions Summary****2.1 Overall Construction****Unmitigated Construction**

|         | ROG     | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O         | CO2e     |
|---------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|-------------|----------|
| Year    | tons/yr |        |        |             |               |              |            |                |               |             | MT/yr    |           |           |        |             |          |
| 2022    | 0.1941  | 1.9164 | 1.2580 | 3.6300e-003 | 0.4091        | 0.0773       | 0.4863     | 0.1267         | 0.0718        | 0.1985      | 0.0000   | 323.6733  | 323.6733  | 0.0633 | 8.5400e-003 | 327.7983 |
| 2023    | 1.1895  | 2.2991 | 2.0185 | 5.6900e-003 | 0.1905        | 0.0929       | 0.2834     | 0.0513         | 0.0867        | 0.1380      | 0.0000   | 509.5452  | 509.5452  | 0.0863 | 0.0150      | 516.1715 |
| Maximum | 1.1895  | 2.2991 | 2.0185 | 5.6900e-003 | 0.4091        | 0.0929       | 0.4863     | 0.1267         | 0.0867        | 0.1985      | 0.0000   | 509.5452  | 509.5452  | 0.0863 | 0.0150      | 516.1715 |

**Mitigated Construction**

|         | ROG     | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O         | CO2e     |
|---------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|-------------|----------|
| Year    | tons/yr |        |        |             |               |              |            |                |               |             | MT/yr    |           |           |        |             |          |
| 2022    | 0.1941  | 1.9164 | 1.2580 | 3.6300e-003 | 0.2202        | 0.0773       | 0.2975     | 0.0658         | 0.0718        | 0.1376      | 0.0000   | 323.6730  | 323.6730  | 0.0633 | 8.5400e-003 | 327.7980 |
| 2023    | 1.1895  | 2.2991 | 2.0185 | 5.6900e-003 | 0.1905        | 0.0929       | 0.2834     | 0.0513         | 0.0867        | 0.1380      | 0.0000   | 509.5448  | 509.5448  | 0.0863 | 0.0150      | 516.1712 |
| Maximum | 1.1895  | 2.2991 | 2.0185 | 5.6900e-003 | 0.2202        | 0.0929       | 0.2975     | 0.0658         | 0.0867        | 0.1380      | 0.0000   | 509.5448  | 509.5448  | 0.0863 | 0.0150      | 516.1712 |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

|                   | ROG  | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4  | N2O  | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 31.50         | 0.00         | 24.54      | 34.25          | 0.00          | 18.11       | 0.00     | 0.00     | 0.00      | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date   | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|----------------------------------------------|--------------------------------------------|
| 1       | 8-1-2022   | 10-31-2022 | 1.2866                                       | 1.2866                                     |
| 2       | 11-1-2022  | 1-31-2023  | 1.1528                                       | 1.1528                                     |
| 3       | 2-1-2023   | 4-30-2023  | 1.0181                                       | 1.0181                                     |
| 4       | 5-1-2023   | 7-31-2023  | 2.0604                                       | 2.0604                                     |
|         |            | Highest    | 2.0604                                       | 2.0604                                     |

## 2.2 Overall Operational

Unmitigated Operational

|          | ROG     | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O    | CO2e   |
|----------|---------|-------------|-------------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| Category | tons/yr |             |             |        |               |              |             |                |               |             | MT/yr    |           |           |             |        |        |
| Area     | 0.9160  | 6.0000e-005 | 6.7300e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 | 0.0000   | 0.0131    | 0.0131    | 3.0000e-005 | 0.0000 | 0.0140 |
| 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      | 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    | 0.9160  | 6.0000e-005 | 6.7300e-003 | 0.0000 | 0.0000        | 2.0000e-005  | 2.0000e-005 | 0.0000         | 2.0000e-005   | 2.0000e-005 | 0.0000   | 0.0131    | 0.0131    | 3.0000e-005 | 0.0000 | 0.0140 |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

## 2.2 Overall Operational

Mitigated Operational

|              | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category     | tons/yr       |                    |                    |               |               |                    |                    |                |                    |                    | MT/yr         |               |               |                    |               |               |
| Area         | 0.9160        | 6.0000e-005        | 6.7300e-003        | 0.0000        |               | 2.0000e-005        | 2.0000e-005        |                | 2.0000e-005        | 2.0000e-005        | 0.0000        | 0.0131        | 0.0131        | 3.0000e-005        | 0.0000        | 0.0140        |
| 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             | 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        |
| <b>Total</b> | <b>0.9160</b> | <b>6.0000e-005</b> | <b>6.7300e-003</b> | <b>0.0000</b> | <b>0.0000</b> | <b>2.0000e-005</b> | <b>2.0000e-005</b> | <b>0.0000</b>  | <b>2.0000e-005</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>0.0131</b> | <b>0.0131</b> | <b>3.0000e-005</b> | <b>0.0000</b> | <b>0.0140</b> |

|                          | ROG         | NOx         | CO          | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2    | NBio- CO2   | Total CO2   | CH4         | N2O         | CO2e        |
|--------------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Percent Reduction</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b>   | <b>0.00</b>  | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |

## 3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name            | Phase Type            | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1            | Site Preparation      | Site Preparation      | 8/1/2022   | 8/12/2022 | 5             | 10       |                   |
| 2            | Grading               | Grading               | 8/13/2022  | 9/9/2022  | 5             | 20       |                   |
| 3            | Building Construction | Building Construction | 9/10/2022  | 7/28/2023 | 5             | 230      |                   |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

|   |                       |                       |          |           |   |    |
|---|-----------------------|-----------------------|----------|-----------|---|----|
| 4 | Architectural Coating | Architectural Coating | 6/5/2023 | 7/28/2023 | 5 | 40 |
| 5 | Paving                | Paving                | 7/3/2023 | 7/28/2023 | 5 | 20 |

**Acres of Grading (Site Preparation Phase): 100****Acres of Grading (Grading Phase): 200****Acres of Paving: 4.92****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 330,585; Non-Residential Outdoor: 110,195; Striped Parking Area: 12,867 (Architectural Coating – sqft)****OffRoad Equipment**

| 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          | 3      | 8.00        | 212         | 0.43        |
| Grading               | Excavators                | 1      | 8.00        | 158         | 0.38        |
| Grading               | Graders                   | 1      | 8.00        | 187         | 0.41        |
| Grading               | Rubber Tired Dozers       | 1      | 8.00        | 247         | 0.40        |
| Grading               | Tractors/Loaders/Backhoes | 0      | 8.00        | 97          | 0.37        |
| Building Construction | Cranes                    | 1      | 8.00        | 231         | 0.29        |
| Building Construction | Crawler Tractors          | 3      | 8.00        | 212         | 0.43        |
| Building Construction | Forklifts                 | 3      | 8.00        | 89          | 0.20        |
| Building Construction | Generator Sets            | 1      | 8.00        | 84          | 0.74        |
| Building Construction | Tractors/Loaders/Backhoes | 0      | 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        |



## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

| Phase Name            | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation      | 7                       | 18.00              | 3.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Grading               | 6                       | 15.00              | 5.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Building Construction | 9                       | 183.00             | 63.00              | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Paving                | 6                       | 15.00              | 0.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Architectural Coating | 1                       | 37.00              | 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 - 2022****Unmitigated Construction On-Site**

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|--------------------|---------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category      | tons/yr       |               |               |                    |               |               |               |                |                    |               | MT/yr         |                |                |                    |               |                |
| Fugitive Dust |               |               |               |                    | 0.1434        | 0.0000        | 0.1434        | 0.0554         | 0.0000             | 0.0554        | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| Off-Road      | 0.0224        | 0.2521        | 0.1000        | 2.8000e-004        |               | 0.0108        | 0.0108        |                | 9.9300e-003        | 9.9300e-003   | 0.0000        | 25.0258        | 25.0258        | 8.0900e-003        | 0.0000        | 25.2281        |
| <b>Total</b>  | <b>0.0224</b> | <b>0.2521</b> | <b>0.1000</b> | <b>2.8000e-004</b> | <b>0.1434</b> | <b>0.0108</b> | <b>0.1542</b> | <b>0.0554</b>  | <b>9.9300e-003</b> | <b>0.0653</b> | <b>0.0000</b> | <b>25.0258</b> | <b>25.0258</b> | <b>8.0900e-003</b> | <b>0.0000</b> | <b>25.2281</b> |

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

## 3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Vendor       | 2.0000e-005        | 6.7000e-004        | 2.2000e-004        | 0.0000             | 9.0000e-005        | 1.0000e-005        | 1.0000e-004        | 3.0000e-005        | 1.0000e-005        | 4.0000e-005        | 0.0000        | 0.2627        | 0.2627        | 0.0000             | 4.0000e-005        | 0.2744        |
| Worker       | 3.1000e-004        | 2.4000e-004        | 3.0700e-003        | 1.0000e-005        | 9.9000e-004        | 1.0000e-005        | 9.9000e-004        | 2.6000e-004        | 0.0000             | 2.7000e-004        | 0.0000        | 0.7822        | 0.7822        | 2.0000e-005        | 2.0000e-005        | 0.7892        |
| <b>Total</b> | <b>3.3000e-004</b> | <b>9.1000e-004</b> | <b>3.2900e-003</b> | <b>1.0000e-005</b> | <b>1.0800e-003</b> | <b>2.0000e-005</b> | <b>1.0900e-003</b> | <b>2.9000e-004</b> | <b>1.0000e-005</b> | <b>3.1000e-004</b> | <b>0.0000</b> | <b>1.0449</b> | <b>1.0449</b> | <b>2.0000e-005</b> | <b>6.0000e-005</b> | <b>1.0635</b> |

Mitigated Construction On-Site

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|--------------------|---------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category      | tons/yr       |               |               |                    |               |               |               |                |                    |               | MT/yr         |                |                |                    |               |                |
| Fugitive Dust |               |               |               |                    | 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      | 0.0224        | 0.2521        | 0.1000        | 2.8000e-004        |               | 0.0108        | 0.0108        |                | 9.9300e-003        | 9.9300e-003   | 0.0000        | 25.0257        | 25.0257        | 8.0900e-003        | 0.0000        | 25.2281        |
| <b>Total</b>  | <b>0.0224</b> | <b>0.2521</b> | <b>0.1000</b> | <b>2.8000e-004</b> | <b>0.0559</b> | <b>0.0108</b> | <b>0.0667</b> | <b>0.0216</b>  | <b>9.9300e-003</b> | <b>0.0315</b> | <b>0.0000</b> | <b>25.0257</b> | <b>25.0257</b> | <b>8.0900e-003</b> | <b>0.0000</b> | <b>25.2281</b> |

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

## 3.2 Site Preparation - 2022

Mitigated Construction Off-Site

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Vendor       | 2.0000e-005        | 6.7000e-004        | 2.2000e-004        | 0.0000             | 9.0000e-005        | 1.0000e-005        | 1.0000e-004        | 3.0000e-005        | 1.0000e-005        | 4.0000e-005        | 0.0000        | 0.2627        | 0.2627        | 0.0000             | 4.0000e-005        | 0.2744        |
| Worker       | 3.1000e-004        | 2.4000e-004        | 3.0700e-003        | 1.0000e-005        | 9.9000e-004        | 1.0000e-005        | 9.9000e-004        | 2.6000e-004        | 0.0000             | 2.7000e-004        | 0.0000        | 0.7822        | 0.7822        | 2.0000e-005        | 2.0000e-005        | 0.7892        |
| <b>Total</b> | <b>3.3000e-004</b> | <b>9.1000e-004</b> | <b>3.2900e-003</b> | <b>1.0000e-005</b> | <b>1.0800e-003</b> | <b>2.0000e-005</b> | <b>1.0900e-003</b> | <b>2.9000e-004</b> | <b>1.0000e-005</b> | <b>3.1000e-004</b> | <b>0.0000</b> | <b>1.0449</b> | <b>1.0449</b> | <b>2.0000e-005</b> | <b>6.0000e-005</b> | <b>1.0635</b> |

## 3.3 Grading - 2022

Unmitigated Construction On-Site

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2      | Total CO2      | CH4           | N2O           | CO2e           |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| Category      | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                |                |               |               |                |
| Fugitive Dust |               |               |               |                    | 0.1663        | 0.0000        | 0.1663        | 0.0446         | 0.0000        | 0.0446        | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000         |
| Off-Road      | 0.0293        | 0.3385        | 0.1550        | 4.4000e-004        |               | 0.0135        | 0.0135        |                | 0.0124        | 0.0124        | 0.0000        | 38.5139        | 38.5139        | 0.0125        | 0.0000        | 38.8253        |
| <b>Total</b>  | <b>0.0293</b> | <b>0.3385</b> | <b>0.1550</b> | <b>4.4000e-004</b> | <b>0.1663</b> | <b>0.0135</b> | <b>0.1798</b> | <b>0.0446</b>  | <b>0.0124</b> | <b>0.0570</b> | <b>0.0000</b> | <b>38.5139</b> | <b>38.5139</b> | <b>0.0125</b> | <b>0.0000</b> | <b>38.8253</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

## 3.3 Grading - 2022

Unmitigated Construction Off-Site

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 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       | 8.0000e-005        | 2.2200e-003        | 7.5000e-004        | 1.0000e-005        | 3.2000e-004        | 3.0000e-005        | 3.5000e-004        | 9.0000e-005        | 3.0000e-005        | 1.2000e-004        | 0.0000        | 0.8756        | 0.8756        | 1.0000e-005        | 1.3000e-004        | 0.9145        |
| Worker       | 5.2000e-004        | 4.1000e-004        | 5.1100e-003        | 1.0000e-005        | 1.6500e-003        | 1.0000e-005        | 1.6600e-003        | 4.4000e-004        | 1.0000e-005        | 4.5000e-004        | 0.0000        | 1.3037        | 1.3037        | 3.0000e-005        | 4.0000e-005        | 1.3153        |
| <b>Total</b> | <b>6.0000e-004</b> | <b>2.6300e-003</b> | <b>5.8600e-003</b> | <b>2.0000e-005</b> | <b>1.9700e-003</b> | <b>4.0000e-005</b> | <b>2.0100e-003</b> | <b>5.3000e-004</b> | <b>4.0000e-005</b> | <b>5.7000e-004</b> | <b>0.0000</b> | <b>2.1793</b> | <b>2.1793</b> | <b>4.0000e-005</b> | <b>1.7000e-004</b> | <b>2.2298</b> |

Mitigated Construction On-Site

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2      | Total CO2      | CH4           | N2O           | CO2e           |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| Category      | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                |                |               |               |                |
| Fugitive Dust |               |               |               |                    | 0.0649        | 0.0000        | 0.0649        | 0.0174         | 0.0000        | 0.0174        | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000         |
| Off-Road      | 0.0293        | 0.3385        | 0.1550        | 4.4000e-004        |               | 0.0135        | 0.0135        |                | 0.0124        | 0.0124        | 0.0000        | 38.5138        | 38.5138        | 0.0125        | 0.0000        | 38.8252        |
| <b>Total</b>  | <b>0.0293</b> | <b>0.3385</b> | <b>0.1550</b> | <b>4.4000e-004</b> | <b>0.0649</b> | <b>0.0135</b> | <b>0.0784</b> | <b>0.0174</b>  | <b>0.0124</b> | <b>0.0298</b> | <b>0.0000</b> | <b>38.5138</b> | <b>38.5138</b> | <b>0.0125</b> | <b>0.0000</b> | <b>38.8252</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

## 3.3 Grading - 2022

Mitigated Construction Off-Site

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 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       | 8.0000e-005        | 2.2200e-003        | 7.5000e-004        | 1.0000e-005        | 3.2000e-004        | 3.0000e-005        | 3.5000e-004        | 9.0000e-005        | 3.0000e-005        | 1.2000e-004        | 0.0000        | 0.8756        | 0.8756        | 1.0000e-005        | 1.3000e-004        | 0.9145        |
| Worker       | 5.2000e-004        | 4.1000e-004        | 5.1100e-003        | 1.0000e-005        | 1.6500e-003        | 1.0000e-005        | 1.6600e-003        | 4.4000e-004        | 1.0000e-005        | 4.5000e-004        | 0.0000        | 1.3037        | 1.3037        | 3.0000e-005        | 4.0000e-005        | 1.3153        |
| <b>Total</b> | <b>6.0000e-004</b> | <b>2.6300e-003</b> | <b>5.8600e-003</b> | <b>2.0000e-005</b> | <b>1.9700e-003</b> | <b>4.0000e-005</b> | <b>2.0100e-003</b> | <b>5.3000e-004</b> | <b>4.0000e-005</b> | <b>5.7000e-004</b> | <b>0.0000</b> | <b>2.1793</b> | <b>2.1793</b> | <b>4.0000e-005</b> | <b>1.7000e-004</b> | <b>2.2298</b> |

## 3.4 Building Construction - 2022

Unmitigated Construction On-Site

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |               |                 |
| Off-Road     | 0.1119        | 1.1906        | 0.7068        | 1.7200e-003        |               | 0.0510        | 0.0510        |                | 0.0476        | 0.0476        | 0.0000        | 149.1605        | 149.1605        | 0.0405        | 0.0000        | 150.1722        |
| <b>Total</b> | <b>0.1119</b> | <b>1.1906</b> | <b>0.7068</b> | <b>1.7200e-003</b> |               | <b>0.0510</b> | <b>0.0510</b> |                | <b>0.0476</b> | <b>0.0476</b> | <b>0.0000</b> | <b>149.1605</b> | <b>149.1605</b> | <b>0.0405</b> | <b>0.0000</b> | <b>150.1722</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.4 Building Construction - 2022****Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |                    |               |                |                    |               | MT/yr         |                 |                 |                    |                    |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Vendor       | 4.0000e-003   | 0.1119        | 0.0377        | 4.6000e-004        | 0.0159        | 1.5400e-003        | 0.0175        | 4.5900e-003    | 1.4700e-003        | 6.0600e-003   | 0.0000        | 44.1296         | 44.1296         | 4.6000e-004        | 6.5500e-003        | 46.0926         |
| Worker       | 0.0256        | 0.0199        | 0.2494        | 6.9000e-004        | 0.0805        | 4.1000e-004        | 0.0809        | 0.0214         | 3.8000e-004        | 0.0217        | 0.0000        | 63.6194         | 63.6194         | 1.7000e-003        | 1.7600e-003        | 64.1867         |
| <b>Total</b> | <b>0.0296</b> | <b>0.1318</b> | <b>0.2870</b> | <b>1.1500e-003</b> | <b>0.0964</b> | <b>1.9500e-003</b> | <b>0.0983</b> | <b>0.0260</b>  | <b>1.8500e-003</b> | <b>0.0278</b> | <b>0.0000</b> | <b>107.7490</b> | <b>107.7490</b> | <b>2.1600e-003</b> | <b>8.3100e-003</b> | <b>110.2793</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |               |                 |
| Off-Road     | 0.1119        | 1.1906        | 0.7068        | 1.7200e-003        |               | 0.0510        | 0.0510        |                | 0.0476        | 0.0476        | 0.0000        | 149.1603        | 149.1603        | 0.0405        | 0.0000        | 150.1720        |
| <b>Total</b> | <b>0.1119</b> | <b>1.1906</b> | <b>0.7068</b> | <b>1.7200e-003</b> |               | <b>0.0510</b> | <b>0.0510</b> |                | <b>0.0476</b> | <b>0.0476</b> | <b>0.0000</b> | <b>149.1603</b> | <b>149.1603</b> | <b>0.0405</b> | <b>0.0000</b> | <b>150.1720</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.4 Building Construction - 2022****Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |                    |               |                |                    |               | MT/yr         |                 |                 |                    |                    |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Vendor       | 4.0000e-003   | 0.1119        | 0.0377        | 4.6000e-004        | 0.0159        | 1.5400e-003        | 0.0175        | 4.5900e-003    | 1.4700e-003        | 6.0600e-003   | 0.0000        | 44.1296         | 44.1296         | 4.6000e-004        | 6.5500e-003        | 46.0926         |
| Worker       | 0.0256        | 0.0199        | 0.2494        | 6.9000e-004        | 0.0805        | 4.1000e-004        | 0.0809        | 0.0214         | 3.8000e-004        | 0.0217        | 0.0000        | 63.6194         | 63.6194         | 1.7000e-003        | 1.7600e-003        | 64.1867         |
| <b>Total</b> | <b>0.0296</b> | <b>0.1318</b> | <b>0.2870</b> | <b>1.1500e-003</b> | <b>0.0964</b> | <b>1.9500e-003</b> | <b>0.0983</b> | <b>0.0260</b>  | <b>1.8500e-003</b> | <b>0.0278</b> | <b>0.0000</b> | <b>107.7490</b> | <b>107.7490</b> | <b>2.1600e-003</b> | <b>8.3100e-003</b> | <b>110.2793</b> |

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

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |               |                 |
| Off-Road     | 0.1914        | 1.9653        | 1.3010        | 3.2200e-003        |               | 0.0838        | 0.0838        |                | 0.0782        | 0.0782        | 0.0000        | 279.5199        | 279.5199        | 0.0755        | 0.0000        | 281.4082        |
| <b>Total</b> | <b>0.1914</b> | <b>1.9653</b> | <b>1.3010</b> | <b>3.2200e-003</b> |               | <b>0.0838</b> | <b>0.0838</b> |                | <b>0.0782</b> | <b>0.0782</b> | <b>0.0000</b> | <b>279.5199</b> | <b>279.5199</b> | <b>0.0755</b> | <b>0.0000</b> | <b>281.4082</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.4 Building Construction - 2023****Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4                | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-----------------|-----------------|--------------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |                    |               |                |                    |               | MT/yr         |                 |                 |                    |               |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000             | 0.0000        | 0.0000          |
| Vendor       | 5.1200e-003   | 0.1620        | 0.0645        | 8.3000e-004        | 0.0299        | 1.3500e-003        | 0.0312        | 8.6100e-003    | 1.2900e-003        | 9.9000e-003   | 0.0000        | 79.4984         | 79.4984         | 8.0000e-004        | 0.0118        | 83.0215         |
| Worker       | 0.0446        | 0.0330        | 0.4309        | 1.2500e-003        | 0.1509        | 7.2000e-004        | 0.1516        | 0.0401         | 6.6000e-004        | 0.0407        | 0.0000        | 116.1590        | 116.1590        | 2.8600e-003        | 3.0500e-003   | 117.1384        |
| <b>Total</b> | <b>0.0497</b> | <b>0.1950</b> | <b>0.4954</b> | <b>2.0800e-003</b> | <b>0.1807</b> | <b>2.0700e-003</b> | <b>0.1828</b> | <b>0.0487</b>  | <b>1.9500e-003</b> | <b>0.0506</b> | <b>0.0000</b> | <b>195.6574</b> | <b>195.6574</b> | <b>3.6600e-003</b> | <b>0.0148</b> | <b>200.1598</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |               |                 |
| Off-Road     | 0.1914        | 1.9653        | 1.3010        | 3.2200e-003        |               | 0.0838        | 0.0838        |                | 0.0782        | 0.0782        | 0.0000        | 279.5196        | 279.5196        | 0.0755        | 0.0000        | 281.4079        |
| <b>Total</b> | <b>0.1914</b> | <b>1.9653</b> | <b>1.3010</b> | <b>3.2200e-003</b> |               | <b>0.0838</b> | <b>0.0838</b> |                | <b>0.0782</b> | <b>0.0782</b> | <b>0.0000</b> | <b>279.5196</b> | <b>279.5196</b> | <b>0.0755</b> | <b>0.0000</b> | <b>281.4079</b> |



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

## 3.4 Building Construction - 2023

Mitigated Construction Off-Site

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4                | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-----------------|-----------------|--------------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |                    |               |                |                    |               | MT/yr         |                 |                 |                    |               |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000             | 0.0000        | 0.0000          |
| Vendor       | 5.1200e-003   | 0.1620        | 0.0645        | 8.3000e-004        | 0.0299        | 1.3500e-003        | 0.0312        | 8.6100e-003    | 1.2900e-003        | 9.9000e-003   | 0.0000        | 79.4984         | 79.4984         | 8.0000e-004        | 0.0118        | 83.0215         |
| Worker       | 0.0446        | 0.0330        | 0.4309        | 1.2500e-003        | 0.1509        | 7.2000e-004        | 0.1516        | 0.0401         | 6.6000e-004        | 0.0407        | 0.0000        | 116.1590        | 116.1590        | 2.8600e-003        | 3.0500e-003   | 117.1384        |
| <b>Total</b> | <b>0.0497</b> | <b>0.1950</b> | <b>0.4954</b> | <b>2.0800e-003</b> | <b>0.1807</b> | <b>2.0700e-003</b> | <b>0.1828</b> | <b>0.0487</b>  | <b>1.9500e-003</b> | <b>0.0506</b> | <b>0.0000</b> | <b>195.6574</b> | <b>195.6574</b> | <b>3.6600e-003</b> | <b>0.0148</b> | <b>200.1598</b> |

## 3.5 Architectural Coating - 2023

Unmitigated Construction On-Site

|                 | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|-----------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category        | tons/yr       |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |               |               |                    |               |               |
| Archit. Coating | 0.9236        |               |               |                    |               | 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        | 0.0000        | 6.8087        | 6.8087        | 4.1000e-004        | 0.0000        | 6.8189        |
| <b>Total</b>    | <b>0.9288</b> | <b>0.0348</b> | <b>0.0483</b> | <b>8.0000e-005</b> |               | <b>1.8900e-003</b> | <b>1.8900e-003</b> |                | <b>1.8900e-003</b> | <b>1.8900e-003</b> | <b>0.0000</b> | <b>6.8087</b> | <b>6.8087</b> | <b>4.1000e-004</b> | <b>0.0000</b> | <b>6.8189</b> |

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

## 3.5 Architectural Coating - 2023

Unmitigated Construction Off-Site

|              | ROG                | NOx                | CO            | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |               |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Worker       | 2.4000e-003        | 1.7800e-003        | 0.0232        | 7.0000e-005        | 8.1300e-003        | 4.0000e-005        | 8.1700e-003        | 2.1600e-003        | 4.0000e-005        | 2.2000e-003        | 0.0000        | 6.2629        | 6.2629        | 1.5000e-004        | 1.6000e-004        | 6.3157        |
| <b>Total</b> | <b>2.4000e-003</b> | <b>1.7800e-003</b> | <b>0.0232</b> | <b>7.0000e-005</b> | <b>8.1300e-003</b> | <b>4.0000e-005</b> | <b>8.1700e-003</b> | <b>2.1600e-003</b> | <b>4.0000e-005</b> | <b>2.2000e-003</b> | <b>0.0000</b> | <b>6.2629</b> | <b>6.2629</b> | <b>1.5000e-004</b> | <b>1.6000e-004</b> | <b>6.3157</b> |

Mitigated Construction On-Site

|                 | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|-----------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category        | tons/yr       |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |               |               |                    |               |               |
| Archit. Coating | 0.9236        |               |               |                    |               | 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        | 0.0000        | 6.8087        | 6.8087        | 4.1000e-004        | 0.0000        | 6.8189        |
| <b>Total</b>    | <b>0.9288</b> | <b>0.0348</b> | <b>0.0483</b> | <b>8.0000e-005</b> |               | <b>1.8900e-003</b> | <b>1.8900e-003</b> |                | <b>1.8900e-003</b> | <b>1.8900e-003</b> | <b>0.0000</b> | <b>6.8087</b> | <b>6.8087</b> | <b>4.1000e-004</b> | <b>0.0000</b> | <b>6.8189</b> |

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

## 3.5 Architectural Coating - 2023

Mitigated Construction Off-Site

|              | ROG                | NOx                | CO            | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |               |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Worker       | 2.4000e-003        | 1.7800e-003        | 0.0232        | 7.0000e-005        | 8.1300e-003        | 4.0000e-005        | 8.1700e-003        | 2.1600e-003        | 4.0000e-005        | 2.2000e-003        | 0.0000        | 6.2629        | 6.2629        | 1.5000e-004        | 1.6000e-004        | 6.3157        |
| <b>Total</b> | <b>2.4000e-003</b> | <b>1.7800e-003</b> | <b>0.0232</b> | <b>7.0000e-005</b> | <b>8.1300e-003</b> | <b>4.0000e-005</b> | <b>8.1700e-003</b> | <b>2.1600e-003</b> | <b>4.0000e-005</b> | <b>2.2000e-003</b> | <b>0.0000</b> | <b>6.2629</b> | <b>6.2629</b> | <b>1.5000e-004</b> | <b>1.6000e-004</b> | <b>6.3157</b> |

## 3.6 Paving - 2023

Unmitigated Construction On-Site

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category     | tons/yr       |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |               |                |
| Off-Road     | 0.0103        | 0.1019        | 0.1458        | 2.3000e-004        |               | 5.1000e-003        | 5.1000e-003        |                | 4.6900e-003        | 4.6900e-003        | 0.0000        | 20.0269        | 20.0269        | 6.4800e-003        | 0.0000        | 20.1888        |
| Paving       | 6.4500e-003   |               |               |                    |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| <b>Total</b> | <b>0.0168</b> | <b>0.1019</b> | <b>0.1458</b> | <b>2.3000e-004</b> |               | <b>5.1000e-003</b> | <b>5.1000e-003</b> |                | <b>4.6900e-003</b> | <b>4.6900e-003</b> | <b>0.0000</b> | <b>20.0269</b> | <b>20.0269</b> | <b>6.4800e-003</b> | <b>0.0000</b> | <b>20.1888</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

## 3.6 Paving - 2023

Unmitigated Construction Off-Site

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Worker       | 4.9000e-004        | 3.6000e-004        | 4.7100e-003        | 1.0000e-005        | 1.6500e-003        | 1.0000e-005        | 1.6600e-003        | 4.4000e-004        | 1.0000e-005        | 4.5000e-004        | 0.0000        | 1.2695        | 1.2695        | 3.0000e-005        | 3.0000e-005        | 1.2802        |
| <b>Total</b> | <b>4.9000e-004</b> | <b>3.6000e-004</b> | <b>4.7100e-003</b> | <b>1.0000e-005</b> | <b>1.6500e-003</b> | <b>1.0000e-005</b> | <b>1.6600e-003</b> | <b>4.4000e-004</b> | <b>1.0000e-005</b> | <b>4.5000e-004</b> | <b>0.0000</b> | <b>1.2695</b> | <b>1.2695</b> | <b>3.0000e-005</b> | <b>3.0000e-005</b> | <b>1.2802</b> |

Mitigated Construction On-Site

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category     | tons/yr       |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |               |                |
| Off-Road     | 0.0103        | 0.1019        | 0.1458        | 2.3000e-004        |               | 5.1000e-003        | 5.1000e-003        |                | 4.6900e-003        | 4.6900e-003        | 0.0000        | 20.0268        | 20.0268        | 6.4800e-003        | 0.0000        | 20.1888        |
| Paving       | 6.4500e-003   |               |               |                    |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| <b>Total</b> | <b>0.0168</b> | <b>0.1019</b> | <b>0.1458</b> | <b>2.3000e-004</b> |               | <b>5.1000e-003</b> | <b>5.1000e-003</b> |                | <b>4.6900e-003</b> | <b>4.6900e-003</b> | <b>0.0000</b> | <b>20.0268</b> | <b>20.0268</b> | <b>6.4800e-003</b> | <b>0.0000</b> | <b>20.1888</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.6 Paving - 2023****Mitigated Construction Off-Site**

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Worker       | 4.9000e-004        | 3.6000e-004        | 4.7100e-003        | 1.0000e-005        | 1.6500e-003        | 1.0000e-005        | 1.6600e-003        | 4.4000e-004        | 1.0000e-005        | 4.5000e-004        | 0.0000        | 1.2695        | 1.2695        | 3.0000e-005        | 3.0000e-005        | 1.2802        |
| <b>Total</b> | <b>4.9000e-004</b> | <b>3.6000e-004</b> | <b>4.7100e-003</b> | <b>1.0000e-005</b> | <b>1.6500e-003</b> | <b>1.0000e-005</b> | <b>1.6600e-003</b> | <b>4.4000e-004</b> | <b>1.0000e-005</b> | <b>4.5000e-004</b> | <b>0.0000</b> | <b>1.2695</b> | <b>1.2695</b> | <b>3.0000e-005</b> | <b>3.0000e-005</b> | <b>1.2802</b> |

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

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

|             | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|-------------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Category    | tons/yr |        |        |        |               |              |            |                |               |             | 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**

|                                  | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|----------------------------------|-------------------------|----------|--------|-------------|------------|
| Land Use                         | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Manufacturing                    | 0.00                    | 0.00     | 0.00   |             |            |
| Other Asphalt Surfaces           | 0.00                    | 0.00     | 0.00   |             |            |
| Parking Lot                      | 0.00                    | 0.00     | 0.00   |             |            |
| Refrigerated Warehouse-No Rail   | 0.00                    | 0.00     | 0.00   |             |            |
| Unrefrigerated Warehouse-No Rail | 0.00                    | 0.00     | 0.00   |             |            |
| Total                            | 0.00                    | 0.00     | 0.00   |             |            |

**4.3 Trip Type Information**

|                             | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|-----------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| Land Use                    | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Manufacturing               | 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              | 0        | 0       |
| Parking Lot                 | 0.00       | 0.00       | 0.00        | 0.00       | 0.00       | 0.00        | 0              | 0        | 0       |
| Refrigerated Warehouse-No   | 0.00       | 0.00       | 0.00        | 0.00       | 0.00       | 0.00        | 0              | 0        | 0       |
| Unrefrigerated Warehouse-No | 0.00       | 0.00       | 0.00        | 0.00       | 0.00       | 0.00        | 0              | 0        | 0       |

**4.4 Fleet Mix**

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

## 5.0 Energy Detail

## 5.1 Mitigation Measures Energy

[illegible]

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

**Unmitigated**

[illegible]



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

## 5.2 Energy by Land Use - NaturalGas

**Mitigated**

[illegible]

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.3 Energy by Land Use - Electricity****Unmitigated**

|                                  | Electricity Use | Total CO2     | CH4           | N2O           | CO2e          |
|----------------------------------|-----------------|---------------|---------------|---------------|---------------|
| Land Use                         | kWh/yr          | MT/yr         |               |               |               |
| Manufacturing                    | 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        |
| Refrigerated Warehouse-No Rail   | 0               | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Unrefrigerated Warehouse-No Rail | 0               | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b>                     |                 | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.3 Energy by Land Use - Electricity****Mitigated**

|                                        | Electricity<br>Use | Total CO2     | CH4           | N2O           | CO2e          |
|----------------------------------------|--------------------|---------------|---------------|---------------|---------------|
| Land Use                               | kWh/yr             | MT/yr         |               |               |               |
| Manufacturing                          | 0                  | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Other Asphalt<br>Surfaces              | 0                  | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Parking Lot                            | 0                  | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Refrigerated<br>Warehouse-No<br>Rail   | 0                  | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Unrefrigerated<br>Warehouse-No<br>Rail | 0                  | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b>                           |                    | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**6.0 Area Detail****6.1 Mitigation Measures Area**

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

|             | ROG     | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O    | CO2e   |
|-------------|---------|-------------|-------------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| Category    | tons/yr |             |             |        |               |              |             |                |               |             | MT/yr    |           |           |             |        |        |
| Mitigated   | 0.9160  | 6.0000e-005 | 6.7300e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 | 0.0000   | 0.0131    | 0.0131    | 3.0000e-005 | 0.0000 | 0.0140 |
| Unmitigated | 0.9160  | 6.0000e-005 | 6.7300e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 | 0.0000   | 0.0131    | 0.0131    | 3.0000e-005 | 0.0000 | 0.0140 |

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

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| SubCategory           | tons/yr       |                    |                    |               |               |                    |                    |                |                    |                    | MT/yr         |               |               |                    |               |               |
| Architectural Coating | 0.1051        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Consumer Products     | 0.8102        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Landscaping           | 6.2000e-004   | 6.0000e-005        | 6.7300e-003        | 0.0000        |               | 2.0000e-005        | 2.0000e-005        |                | 2.0000e-005        | 2.0000e-005        | 0.0000        | 0.0131        | 0.0131        | 3.0000e-005        | 0.0000        | 0.0140        |
| <b>Total</b>          | <b>0.9160</b> | <b>6.0000e-005</b> | <b>6.7300e-003</b> | <b>0.0000</b> |               | <b>2.0000e-005</b> | <b>2.0000e-005</b> |                | <b>2.0000e-005</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>0.0131</b> | <b>0.0131</b> | <b>3.0000e-005</b> | <b>0.0000</b> | <b>0.0140</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****6.2 Area by SubCategory****Mitigated**

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| SubCategory           | tons/yr       |                    |                    |               |               |                    |                    |                |                    |                    | MT/yr         |               |               |                    |               |               |
| Architectural Coating | 0.1051        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Consumer Products     | 0.8102        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Landscaping           | 6.2000e-004   | 6.0000e-005        | 6.7300e-003        | 0.0000        |               | 2.0000e-005        | 2.0000e-005        |                | 2.0000e-005        | 2.0000e-005        | 0.0000        | 0.0131        | 0.0131        | 3.0000e-005        | 0.0000        | 0.0140        |
| <b>Total</b>          | <b>0.9160</b> | <b>6.0000e-005</b> | <b>6.7300e-003</b> | <b>0.0000</b> |               | <b>2.0000e-005</b> | <b>2.0000e-005</b> |                | <b>2.0000e-005</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>0.0131</b> | <b>0.0131</b> | <b>3.0000e-005</b> | <b>0.0000</b> | <b>0.0140</b> |

**7.0 Water Detail****7.1 Mitigation Measures Water**

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

|             | 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         |               |               |               |
| Manufacturing                    | 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        |
| Refrigerated Warehouse-No Rail   | 0 / 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Unrefrigerated Warehouse-No Rail | 0 / 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b>                     |                    | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****7.2 Water by Land Use****Mitigated**

|                                  | Indoor/Outdoor Use | Total CO2     | CH4           | N2O           | CO2e          |
|----------------------------------|--------------------|---------------|---------------|---------------|---------------|
| Land Use                         | Mgal               | MT/yr         |               |               |               |
| Manufacturing                    | 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        |
| Refrigerated Warehouse-No Rail   | 0 / 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Unrefrigerated Warehouse-No Rail | 0 / 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b>                     |                    | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

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

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****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         |               |               |               |
| Manufacturing                    | 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        |
| Refrigerated Warehouse-No Rail   | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Unrefrigerated Warehouse-No Rail | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b>                     |                | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |



## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.2 Waste by Land Use****Mitigated**

|                                  | Waste Disposed | Total CO2     | CH4           | N2O           | CO2e          |
|----------------------------------|----------------|---------------|---------------|---------------|---------------|
| Land Use                         | tons           | MT/yr         |               |               |               |
| Manufacturing                    | 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        |
| Refrigerated Warehouse-No Rail   | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Unrefrigerated Warehouse-No Rail | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b>                     |                | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**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 |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

User Defined Equipment

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

11.0 Vegetation

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## **APPENDIX 3.2:**

### **CALEEMOD MANUFACTURING OPERATIONAL EMISSIONS MODEL OUTPUTS**

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Moreno Valley Business Park - Phase II (Manufacturing Operations)****Riverside-South Coast County, Annual****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses               | Size   | Metric            | Lot Acreage | Floor Surface Area | Population |
|-------------------------|--------|-------------------|-------------|--------------------|------------|
| Manufacturing           | 33.06  | 1000sqft          | 0.76        | 33,060.00          | 0          |
| User Defined Industrial | 33.06  | User Defined Unit | 0.00        | 0.00               | 0          |
| Parking Lot             | 134.00 | Space             | 0.94        | 41,076.00          | 0          |
| Other Asphalt Surfaces  | 173.37 | 1000sqft          | 3.98        | 173,366.00         | 0          |

**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/MWhr) | 390.98                     | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr)   | 0.004 |

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

Project Characteristics -

Land Use - Total Project area (without Warehouse and High-Cube Cold Storage use) is 5.68 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Busniess Survey Results (2014)

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

| Table Name           | Column Name  | Default Value | New Value |
|----------------------|--------------|---------------|-----------|
| tblConstructionPhase | NumDays      | 20.00         | 0.00      |
| tblConstructionPhase | PhaseEndDate | 8/26/2022     | 7/31/2022 |
| tblFleetMix          | HHD          | 0.02          | 0.00      |
| tblFleetMix          | HHD          | 0.02          | 0.63      |
| tblFleetMix          | LDA          | 0.53          | 0.58      |
| tblFleetMix          | LDA          | 0.53          | 0.00      |
| tblFleetMix          | LDT1         | 0.06          | 0.06      |
| tblFleetMix          | LDT1         | 0.06          | 0.00      |
| tblFleetMix          | LDT2         | 0.17          | 0.19      |
| tblFleetMix          | LDT2         | 0.17          | 0.00      |
| tblFleetMix          | LHD1         | 0.03          | 0.00      |
| tblFleetMix          | LHD1         | 0.03          | 0.10      |
| tblFleetMix          | LHD2         | 7.3100e-003   | 0.00      |
| tblFleetMix          | LHD2         | 7.3100e-003   | 0.03      |
| tblFleetMix          | MCY          | 0.02          | 0.03      |
| tblFleetMix          | MCY          | 0.02          | 0.00      |
| tblFleetMix          | MDV          | 0.14          | 0.15      |
| tblFleetMix          | MDV          | 0.14          | 0.00      |
| tblFleetMix          | MH           | 5.4680e-003   | 0.00      |
| tblFleetMix          | MH           | 5.4680e-003   | 0.00      |
| tblFleetMix          | MHD          | 0.01          | 0.00      |
| tblFleetMix          | MHD          | 0.01          | 0.25      |
| tblFleetMix          | OBUS         | 6.1600e-004   | 0.00      |
| tblFleetMix          | OBUS         | 6.1600e-004   | 0.00      |
| tblFleetMix          | SBUS         | 1.1000e-003   | 0.00      |
| tblFleetMix          | SBUS         | 1.1000e-003   | 0.00      |
| tblFleetMix          | UBUS         | 3.1500e-004   | 0.00      |
| tblFleetMix          | UBUS         | 3.1500e-004   | 0.00      |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

|                                |                            |           |           |
|--------------------------------|----------------------------|-----------|-----------|
| tblLandUse                     | LandUseSquareFeet          | 53,600.00 | 41,076.00 |
| tblLandUse                     | LotAcreage                 | 1.21      | 0.94      |
| tblOffRoadEquipment            | OffRoadEquipmentUnitAmount | 1.00      | 0.00      |
| tblOffRoadEquipment            | OffRoadEquipmentUnitAmount | 3.00      | 0.00      |
| tblOffRoadEquipment            | OffRoadEquipmentUnitAmount | 2.00      | 0.00      |
| tblOperationalOffRoadEquipment | OperDaysPerYear            | 260.00    | 365.00    |
| tblOperationalOffRoadEquipment | OperFuelType               | Diesel    | CNG       |
| tblOperationalOffRoadEquipment | OperHorsePower             | 97.00     | 200.00    |
| tblOperationalOffRoadEquipment | OperHoursPerDay            | 8.00      | 4.00      |
| tblOperationalOffRoadEquipment | OperOffRoadEquipmentNumber | 0.00      | 1.00      |
| tblVehicleTrips                | CW_TL                      | 16.60     | 40.00     |
| tblVehicleTrips                | CW_TTP                     | 0.00      | 100.00    |
| tblVehicleTrips                | PR_TP                      | 0.00      | 100.00    |
| tblVehicleTrips                | ST_TR                      | 6.42      | 1.34      |
| tblVehicleTrips                | ST_TR                      | 0.00      | 0.15      |
| tblVehicleTrips                | SU_TR                      | 5.09      | 0.89      |
| tblVehicleTrips                | SU_TR                      | 0.00      | 0.10      |
| tblVehicleTrips                | WD_TR                      | 3.93      | 4.30      |
| tblVehicleTrips                | WD_TR                      | 0.00      | 0.48      |

**2.0 Emissions Summary**

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.1 Overall Construction****Unmitigated Construction**

|         | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|---------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year    | tons/yr |        |        |        |               |              |            |                |               |             | MT/yr    |           |           |        |        |        |
| 2022    | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |
| Maximum | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |

**Mitigated Construction**

|         | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|---------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year    | tons/yr |        |        |        |               |              |            |                |               |             | MT/yr    |           |           |        |        |        |
| 2022    | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |
| Maximum | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |

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

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



## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

Highest

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

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2       | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr          |                 |                 |               |               |                 |
| Area         | 0.1521        | 4.0000e-005   | 4.7700e-003   | 0.0000             |               | 2.0000e-005   | 2.0000e-005   |                | 2.0000e-005   | 2.0000e-005   | 0.0000         | 9.2700e-003     | 9.2700e-003     | 2.0000e-005   | 0.0000        | 9.8800e-003     |
| Energy       | 5.7600e-003   | 0.0524        | 0.0440        | 3.1000e-004        |               | 3.9800e-003   | 3.9800e-003   |                | 3.9800e-003   | 3.9800e-003   | 0.0000         | 117.7479        | 117.7479        | 6.2200e-003   | 1.6700e-003   | 118.4000        |
| Mobile       | 0.0734        | 0.4073        | 0.8408        | 3.7000e-003        | 0.2660        | 5.0100e-003   | 0.2710        | 0.0719         | 4.7700e-003   | 0.0767        | 0.0000         | 351.2712        | 351.2712        | 0.0101        | 0.0347        | 361.8663        |
| Offroad      | 0.0201        | 0.1891        | 0.1367        | 5.8000e-004        |               | 6.8600e-003   | 6.8600e-003   |                | 6.3100e-003   | 6.3100e-003   | 0.0000         | 50.7519         | 50.7519         | 0.0164        | 0.0000        | 51.1623         |
| Waste        |               |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 8.3206         | 0.0000          | 8.3206          | 0.4917        | 0.0000        | 20.6139         |
| Water        |               |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 2.4255         | 17.6543         | 20.0797         | 0.2506        | 6.0600e-003   | 28.1516         |
| <b>Total</b> | <b>0.2514</b> | <b>0.6488</b> | <b>1.0263</b> | <b>4.5900e-003</b> | <b>0.2660</b> | <b>0.0159</b> | <b>0.2819</b> | <b>0.0719</b>  | <b>0.0151</b> | <b>0.0870</b> | <b>10.7461</b> | <b>537.4345</b> | <b>548.1806</b> | <b>0.7751</b> | <b>0.0424</b> | <b>580.2039</b> |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

## 2.2 Overall Operational

Mitigated Operational

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2       | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr          |                 |                 |               |               |                 |
| Area         | 0.1521        | 4.0000e-005   | 4.7700e-003   | 0.0000             |               | 2.0000e-005   | 2.0000e-005   |                | 2.0000e-005   | 2.0000e-005   | 0.0000         | 9.2700e-003     | 9.2700e-003     | 2.0000e-005   | 0.0000        | 9.8800e-003     |
| Energy       | 5.7600e-003   | 0.0524        | 0.0440        | 3.1000e-004        |               | 3.9800e-003   | 3.9800e-003   |                | 3.9800e-003   | 3.9800e-003   | 0.0000         | 117.7479        | 117.7479        | 6.2200e-003   | 1.6700e-003   | 118.4000        |
| Mobile       | 0.0734        | 0.4073        | 0.8408        | 3.7000e-003        | 0.2660        | 5.0100e-003   | 0.2710        | 0.0719         | 4.7700e-003   | 0.0767        | 0.0000         | 351.2712        | 351.2712        | 0.0101        | 0.0347        | 361.8663        |
| Offroad      | 0.0201        | 0.1891        | 0.1367        | 5.8000e-004        |               | 6.8600e-003   | 6.8600e-003   |                | 6.3100e-003   | 6.3100e-003   | 0.0000         | 50.7519         | 50.7519         | 0.0164        | 0.0000        | 51.1623         |
| Waste        |               |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 8.3206         | 0.0000          | 8.3206          | 0.4917        | 0.0000        | 20.6139         |
| Water        |               |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 2.4255         | 17.6543         | 20.0797         | 0.2506        | 6.0600e-003   | 28.1516         |
| <b>Total</b> | <b>0.2514</b> | <b>0.6488</b> | <b>1.0263</b> | <b>4.5900e-003</b> | <b>0.2660</b> | <b>0.0159</b> | <b>0.2819</b> | <b>0.0719</b>  | <b>0.0151</b> | <b>0.0870</b> | <b>10.7461</b> | <b>537.4345</b> | <b>548.1806</b> | <b>0.7751</b> | <b>0.0424</b> | <b>580.2039</b> |

|                          | ROG         | NOx         | CO          | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2    | NBio-CO2    | Total CO2   | CH4         | N2O         | CO2e        |
|--------------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Percent Reduction</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b>   | <b>0.00</b>  | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |

## 3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|------------|------------|------------|-----------|---------------|----------|-------------------|
| 1            | Demolition | Demolition | 8/1/2022   | 7/31/2022 | 5             | 0        |                   |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 4.92****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**

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

### Unmitigated Construction On-Site

[illegible]

### Unmitigated Construction Off-Site

[illegible]

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

## 3.2 Demolition - 2022

Mitigated Construction On-Site

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr         |               |               |               |               |               |
| Off-Road     | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

Mitigated Construction Off-Site

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr         |               |               |               |               |               |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Worker       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

## 4.0 Operational Detail - Mobile

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****4.1 Mitigation Measures Mobile**

|             | ROG     | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e     |
|-------------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|----------|
| Category    | tons/yr |        |        |             |               |              |            |                |               |             | MT/yr    |           |           |        |        |          |
| Mitigated   | 0.0734  | 0.4073 | 0.8408 | 3.7000e-003 | 0.2660        | 5.0100e-003  | 0.2710     | 0.0719         | 4.7700e-003   | 0.0767      | 0.0000   | 351.2712  | 351.2712  | 0.0101 | 0.0347 | 361.8663 |
| Unmitigated | 0.0734  | 0.4073 | 0.8408 | 3.7000e-003 | 0.2660        | 5.0100e-003  | 0.2710     | 0.0719         | 4.7700e-003   | 0.0767      | 0.0000   | 351.2712  | 351.2712  | 0.0101 | 0.0347 | 361.8663 |

**4.2 Trip Summary Information**

|                         | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|-------------------------|-------------------------|----------|--------|-------------|------------|
| Land Use                | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Manufacturing           | 142.00                  | 44.27    | 29.41  | 495,765     | 495,765    |
| Other Asphalt Surfaces  | 0.00                    | 0.00     | 0.00   |             |            |
| Parking Lot             | 0.00                    | 0.00     | 0.00   |             |            |
| User Defined Industrial | 16.00                   | 4.99     | 3.32   | 183,685     | 183,685    |
| Total                   | 158.00                  | 49.26    | 32.73  | 679,450     | 679,450    |

**4.3 Trip Type Information**

|                         | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|-------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| Land Use                | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Manufacturing           | 16.60      | 8.40       | 6.90        | 59.00      | 28.00      | 13.00       | 92             | 5        | 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       |
| User Defined Industrial | 40.00      | 8.40       | 6.90        | 100.00     | 0.00       | 0.00        | 100            | 0        | 0       |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****4.4 Fleet Mix**

| Land Use                | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Manufacturing           | 0.576000 | 0.060300 | 0.185900 | 0.151900 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.025900 | 0.000000 | 0.000000 |
| Other Asphalt Surfaces  | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| Parking Lot             | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| User Defined Industrial | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.098100 | 0.026900 | 0.250000 | 0.625000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

|                         | ROG         | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O         | CO2e    |
|-------------------------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|---------|
| Category                | tons/yr     |        |        |             |               |              |             |                |               |             | MT/yr    |           |           |             |             |         |
| Electricity Mitigated   |             |        |        |             |               | 0.0000       | 0.0000      |                | 0.0000        | 0.0000      | 0.0000   | 60.7110   | 60.7110   | 5.1200e-003 | 6.2000e-004 | 61.0242 |
| Electricity Unmitigated |             |        |        |             |               | 0.0000       | 0.0000      |                | 0.0000        | 0.0000      | 0.0000   | 60.7110   | 60.7110   | 5.1200e-003 | 6.2000e-004 | 61.0242 |
| NaturalGas Mitigated    | 5.7600e-003 | 0.0524 | 0.0440 | 3.1000e-004 |               | 3.9800e-003  | 3.9800e-003 |                | 3.9800e-003   | 3.9800e-003 | 0.0000   | 57.0368   | 57.0368   | 1.0900e-003 | 1.0500e-003 | 57.3758 |
| NaturalGas Unmitigated  | 5.7600e-003 | 0.0524 | 0.0440 | 3.1000e-004 |               | 3.9800e-003  | 3.9800e-003 |                | 3.9800e-003   | 3.9800e-003 | 0.0000   | 57.0368   | 57.0368   | 1.0900e-003 | 1.0500e-003 | 57.3758 |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.2 Energy by Land Use - NaturalGas****Unmitigated**

|                         | NaturalGas Use | ROG                | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O                | CO2e           |
|-------------------------|----------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|--------------------|----------------|
| Land Use                | kBTU/yr        | tons/yr            |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |                    |                |
| Manufacturing           | 1.06883e+006   | 5.7600e-003        | 0.0524        | 0.0440        | 3.1000e-004        |               | 3.9800e-003        | 3.9800e-003        |                | 3.9800e-003        | 3.9800e-003        | 0.0000        | 57.0368        | 57.0368        | 1.0900e-003        | 1.0500e-003        | 57.3758        |
| Other Asphalt Surfaces  | 0              | 0.0000             | 0.0000        | 0.0000        | 0.0000             |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| Parking Lot             | 0              | 0.0000             | 0.0000        | 0.0000        | 0.0000             |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| User Defined Industrial | 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         |
| <b>Total</b>            |                | <b>5.7600e-003</b> | <b>0.0524</b> | <b>0.0440</b> | <b>3.1000e-004</b> |               | <b>3.9800e-003</b> | <b>3.9800e-003</b> |                | <b>3.9800e-003</b> | <b>3.9800e-003</b> | <b>0.0000</b> | <b>57.0368</b> | <b>57.0368</b> | <b>1.0900e-003</b> | <b>1.0500e-003</b> | <b>57.3758</b> |



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

## 5.2 Energy by Land Use - NaturalGas

Mitigated

|                         | NaturalGas Use | ROG                | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O                | CO2e           |
|-------------------------|----------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|--------------------|----------------|
| Land Use                | kBTU/yr        | tons/yr            |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |                    |                |
| Manufacturing           | 1.06883e+006   | 5.7600e-003        | 0.0524        | 0.0440        | 3.1000e-004        |               | 3.9800e-003        | 3.9800e-003        |                | 3.9800e-003        | 3.9800e-003        | 0.0000        | 57.0368        | 57.0368        | 1.0900e-003        | 1.0500e-003        | 57.3758        |
| Other Asphalt Surfaces  | 0              | 0.0000             | 0.0000        | 0.0000        | 0.0000             |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| Parking Lot             | 0              | 0.0000             | 0.0000        | 0.0000        | 0.0000             |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| User Defined Industrial | 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         |
| <b>Total</b>            |                | <b>5.7600e-003</b> | <b>0.0524</b> | <b>0.0440</b> | <b>3.1000e-004</b> |               | <b>3.9800e-003</b> | <b>3.9800e-003</b> |                | <b>3.9800e-003</b> | <b>3.9800e-003</b> | <b>0.0000</b> | <b>57.0368</b> | <b>57.0368</b> | <b>1.0900e-003</b> | <b>1.0500e-003</b> | <b>57.3758</b> |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.3 Energy by Land Use - Electricity****Unmitigated**

|                         | Electricity Use | Total CO2      | CH4                | N2O                | CO2e           |
|-------------------------|-----------------|----------------|--------------------|--------------------|----------------|
| Land Use                | kWh/yr          | MT/yr          |                    |                    |                |
| Manufacturing           | 327955          | 58.1614        | 4.9100e-003        | 6.0000e-004        | 58.4614        |
| Other Asphalt Surfaces  | 0               | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| Parking Lot             | 14376.6         | 2.5496         | 2.2000e-004        | 3.0000e-005        | 2.5628         |
| User Defined Industrial | 0               | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| <b>Total</b>            |                 | <b>60.7110</b> | <b>5.1300e-003</b> | <b>6.3000e-004</b> | <b>61.0242</b> |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.3 Energy by Land Use - Electricity****Mitigated**

|                         | Electricity Use | Total CO2      | CH4                | N2O                | CO2e           |
|-------------------------|-----------------|----------------|--------------------|--------------------|----------------|
| Land Use                | kWh/yr          | MT/yr          |                    |                    |                |
| Manufacturing           | 327955          | 58.1614        | 4.9100e-003        | 6.0000e-004        | 58.4614        |
| Other Asphalt Surfaces  | 0               | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| Parking Lot             | 14376.6         | 2.5496         | 2.2000e-004        | 3.0000e-005        | 2.5628         |
| User Defined Industrial | 0               | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| <b>Total</b>            |                 | <b>60.7110</b> | <b>5.1300e-003</b> | <b>6.3000e-004</b> | <b>61.0242</b> |

**6.0 Area Detail****6.1 Mitigation Measures Area**

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

|             | ROG     | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4         | N2O    | CO2e        |
|-------------|---------|-------------|-------------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-------------|-------------|-------------|--------|-------------|
| Category    | tons/yr |             |             |        |               |              |             |                |               |             | MT/yr    |             |             |             |        |             |
| Mitigated   | 0.1521  | 4.0000e-005 | 4.7700e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 | 0.0000   | 9.2700e-003 | 9.2700e-003 | 2.0000e-005 | 0.0000 | 9.8800e-003 |
| Unmitigated | 0.1521  | 4.0000e-005 | 4.7700e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 | 0.0000   | 9.2700e-003 | 9.2700e-003 | 2.0000e-005 | 0.0000 | 9.8800e-003 |

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

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2          | Total CO2          | CH4                | N2O           | CO2e               |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|--------------------|
| SubCategory           | tons/yr       |                    |                    |               |               |                    |                    |                |                    |                    | MT/yr         |                    |                    |                    |               |                    |
| Architectural Coating | 0.0183        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Consumer Products     | 0.1333        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Landscaping           | 4.4000e-004   | 4.0000e-005        | 4.7700e-003        | 0.0000        |               | 2.0000e-005        | 2.0000e-005        |                | 2.0000e-005        | 2.0000e-005        | 0.0000        | 9.2700e-003        | 9.2700e-003        | 2.0000e-005        | 0.0000        | 9.8800e-003        |
| <b>Total</b>          | <b>0.1521</b> | <b>4.0000e-005</b> | <b>4.7700e-003</b> | <b>0.0000</b> |               | <b>2.0000e-005</b> | <b>2.0000e-005</b> |                | <b>2.0000e-005</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>9.2700e-003</b> | <b>9.2700e-003</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>9.8800e-003</b> |

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

## 6.2 Area by SubCategory

Mitigated

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2          | Total CO2          | CH4                | N2O           | CO2e               |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|--------------------|
| SubCategory           | tons/yr       |                    |                    |               |               |                    |                    |                |                    |                    | MT/yr         |                    |                    |                    |               |                    |
| Architectural Coating | 0.0183        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Consumer Products     | 0.1333        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Landscaping           | 4.4000e-004   | 4.0000e-005        | 4.7700e-003        | 0.0000        |               | 2.0000e-005        | 2.0000e-005        |                | 2.0000e-005        | 2.0000e-005        | 0.0000        | 9.2700e-003        | 9.2700e-003        | 2.0000e-005        | 0.0000        | 9.8800e-003        |
| <b>Total</b>          | <b>0.1521</b> | <b>4.0000e-005</b> | <b>4.7700e-003</b> | <b>0.0000</b> |               | <b>2.0000e-005</b> | <b>2.0000e-005</b> |                | <b>2.0000e-005</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>9.2700e-003</b> | <b>9.2700e-003</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>9.8800e-003</b> |

## 7.0 Water Detail

## 7.1 Mitigation Measures Water

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

|             | Total CO2 | CH4    | N2O         | CO2e    |
|-------------|-----------|--------|-------------|---------|
| Category    | MT/yr     |        |             |         |
| Mitigated   | 20.0797   | 0.2506 | 6.0600e-003 | 28.1516 |
| Unmitigated | 20.0797   | 0.2506 | 6.0600e-003 | 28.1516 |

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

|                         | Indoor/Outdoor Use | Total CO2      | CH4           | N2O                | CO2e           |
|-------------------------|--------------------|----------------|---------------|--------------------|----------------|
| Land Use                | Mgal               | MT/yr          |               |                    |                |
| Manufacturing           | 7.64513 / 0        | 20.0797        | 0.2506        | 6.0600e-003        | 28.1516        |
| 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         |
| User Defined Industrial | 0 / 0              | 0.0000         | 0.0000        | 0.0000             | 0.0000         |
| <b>Total</b>            |                    | <b>20.0797</b> | <b>0.2506</b> | <b>6.0600e-003</b> | <b>28.1516</b> |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****7.2 Water by Land Use****Mitigated**

|                         | Indoor/Outdoor Use | Total CO2      | CH4           | N2O                | CO2e           |
|-------------------------|--------------------|----------------|---------------|--------------------|----------------|
| Land Use                | Mgal               | MT/yr          |               |                    |                |
| Manufacturing           | 7.64513 / 0        | 20.0797        | 0.2506        | 6.0600e-003        | 28.1516        |
| 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         |
| User Defined Industrial | 0 / 0              | 0.0000         | 0.0000        | 0.0000             | 0.0000         |
| <b>Total</b>            |                    | <b>20.0797</b> | <b>0.2506</b> | <b>6.0600e-003</b> | <b>28.1516</b> |

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

|             | Total CO2 | CH4    | N2O    | CO2e    |
|-------------|-----------|--------|--------|---------|
|             | MT/yr     |        |        |         |
| Mitigated   | 8.3206    | 0.4917 | 0.0000 | 20.6139 |
| Unmitigated | 8.3206    | 0.4917 | 0.0000 | 20.6139 |

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

|                         | Waste Disposed | Total CO2     | CH4           | N2O           | CO2e           |
|-------------------------|----------------|---------------|---------------|---------------|----------------|
| Land Use                | tons           | MT/yr         |               |               |                |
| Manufacturing           | 40.99          | 8.3206        | 0.4917        | 0.0000        | 20.6139        |
| Other Asphalt Surfaces  | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| Parking Lot             | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| User Defined Industrial | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| <b>Total</b>            |                | <b>8.3206</b> | <b>0.4917</b> | <b>0.0000</b> | <b>20.6139</b> |



## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.2 Waste by Land Use****Mitigated**

|                            | Waste<br>Disposed | Total CO2     | CH4           | N2O           | CO2e           |
|----------------------------|-------------------|---------------|---------------|---------------|----------------|
| Land Use                   | tons              | MT/yr         |               |               |                |
| Manufacturing              | 40.99             | 8.3206        | 0.4917        | 0.0000        | 20.6139        |
| Other Asphalt<br>Surfaces  | 0                 | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| Parking Lot                | 0                 | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| User Defined<br>Industrial | 0                 | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| <b>Total</b>               |                   | <b>8.3206</b> | <b>0.4917</b> | <b>0.0000</b> | <b>20.6139</b> |

**9.0 Operational Offroad**


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| Equipment Type            | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---------------------------|--------|-----------|-----------|-------------|-------------|-----------|
| Tractors/Loaders/Backhoes | 1      | 4.00      | 365       | 200         | 0.37        | CNG       |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

|                           | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4           | N2O           | CO2e           |
|---------------------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|---------------|---------------|----------------|
| Equipment Type            | tons/yr       |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |               |               |                |
| Tractors/Loaders/Backhoes | 0.0201        | 0.1891        | 0.1367        | 5.8000e-004        |               | 6.8600e-003        | 6.8600e-003        |                | 6.3100e-003        | 6.3100e-003        | 0.0000        | 50.7519        | 50.7519        | 0.0164        | 0.0000        | 51.1623        |
| <b>Total</b>              | <b>0.0201</b> | <b>0.1891</b> | <b>0.1367</b> | <b>5.8000e-004</b> |               | <b>6.8600e-003</b> | <b>6.8600e-003</b> |                | <b>6.3100e-003</b> | <b>6.3100e-003</b> | <b>0.0000</b> | <b>50.7519</b> | <b>50.7519</b> | <b>0.0164</b> | <b>0.0000</b> | <b>51.1623</b> |

**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 |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

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

**11.0 Vegetation**

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### **APPENDIX 3.3:**

### **CALEEMOD WAREHOUSING OPERATIONAL EMISSIONS MODEL OUTPUTS**

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Moreno Valley Business Park - Phase II (Warehousing Operations)****Riverside-South Coast County, Annual****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses                        | Size   | Metric            | Lot Acreage | Floor Surface Area | Population |
|----------------------------------|--------|-------------------|-------------|--------------------|------------|
| Unrefrigerated Warehouse-No Rail | 154.27 | 1000sqft          | 3.54        | 154,270.00         | 0          |
| User Defined Industrial          | 154.27 | User Defined Unit | 0.00        | 0.00               | 0          |

**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/MWhr) | 390.98                     | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr)   | 0.004 |

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

Project Characteristics -

Land Use -

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

| Table Name           | Column Name  | Default Value | New Value |
|----------------------|--------------|---------------|-----------|
| tblConstructionPhase | NumDays      | 20.00         | 0.00      |
| tblConstructionPhase | PhaseEndDate | 8/26/2022     | 7/31/2022 |
| tblFleetMix          | HHD          | 0.02          | 0.00      |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

|                     |                            |             |       |
|---------------------|----------------------------|-------------|-------|
| tblFleetMix         | HHD                        | 0.02        | 0.62  |
| tblFleetMix         | LDA                        | 0.53        | 0.58  |
| tblFleetMix         | LDA                        | 0.53        | 0.00  |
| tblFleetMix         | LDT1                       | 0.06        | 0.06  |
| tblFleetMix         | LDT1                       | 0.06        | 0.00  |
| tblFleetMix         | LDT2                       | 0.17        | 0.19  |
| tblFleetMix         | LDT2                       | 0.17        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.13  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.00  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.04  |
| tblFleetMix         | MCY                        | 0.02        | 0.03  |
| tblFleetMix         | MCY                        | 0.02        | 0.00  |
| tblFleetMix         | MDV                        | 0.14        | 0.15  |
| tblFleetMix         | MDV                        | 0.14        | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.21  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00        | 0.00  |
| tblVehicleTrips     | CW_TL                      | 16.60       | 40.00 |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

|                 |        |      |        |
|-----------------|--------|------|--------|
| tblVehicleTrips | CW_TTP | 0.00 | 100.00 |
| tblVehicleTrips | PR_TP  | 0.00 | 100.00 |
| tblVehicleTrips | ST_TR  | 1.74 | 0.10   |
| tblVehicleTrips | ST_TR  | 0.00 | 0.05   |
| tblVehicleTrips | SU_TR  | 1.74 | 0.04   |
| tblVehicleTrips | SU_TR  | 0.00 | 0.02   |
| tblVehicleTrips | WD_TR  | 1.74 | 1.11   |
| tblVehicleTrips | WD_TR  | 0.00 | 0.61   |

**2.0 Emissions Summary**

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## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.1 Overall Construction****Unmitigated Construction**

|         | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|---------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year    | tons/yr |        |        |        |               |              |            |                |               |             | MT/yr    |           |           |        |        |        |
| 2022    | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |
| Maximum | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |

**Mitigated Construction**

|         | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|---------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year    | tons/yr |        |        |        |               |              |            |                |               |             | MT/yr    |           |           |        |        |        |
| 2022    | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |
| Maximum | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |

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

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



## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

Highest

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

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2       | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------------|-------------------|-------------------|---------------|---------------|-------------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr          |                   |                   |               |               |                   |
| Area         | 0.6293        | 4.0000e-005   | 3.9400e-003   | 0.0000        |               | 1.0000e-005   | 1.0000e-005   |                | 1.0000e-005   | 1.0000e-005   | 0.0000         | 7.6600e-003       | 7.6600e-003       | 2.0000e-005   | 0.0000        | 8.1600e-003       |
| Energy       | 1.6700e-003   | 0.0152        | 0.0128        | 9.0000e-005   |               | 1.1600e-003   | 1.1600e-003   |                | 1.1600e-003   | 1.1600e-003   | 0.0000         | 80.0203           | 80.0203           | 5.6700e-003   | 9.5000e-004   | 80.4461           |
| Mobile       | 0.1114        | 1.9983        | 1.2757        | 0.0132        | 0.6417        | 0.0236        | 0.6652        | 0.1775         | 0.0225        | 0.2000        | 0.0000         | 1,261.9401        | 1,261.9401        | 0.0208        | 0.1652        | 1,311.6907        |
| Waste        |               |               |               |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 29.4357        | 0.0000            | 29.4357           | 1.7396        | 0.0000        | 72.9258           |
| Water        |               |               |               |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 11.3180        | 82.3812           | 93.6992           | 1.1694        | 0.0283        | 131.3655          |
| <b>Total</b> | <b>0.7424</b> | <b>2.0135</b> | <b>1.2924</b> | <b>0.0133</b> | <b>0.6417</b> | <b>0.0247</b> | <b>0.6664</b> | <b>0.1775</b>  | <b>0.0237</b> | <b>0.2012</b> | <b>40.7537</b> | <b>1,424.3492</b> | <b>1,465.1030</b> | <b>2.9355</b> | <b>0.1944</b> | <b>1,596.4361</b> |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

## 2.2 Overall Operational

Mitigated Operational

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2       | NBio- CO2              | Total CO2              | CH4           | N2O           | CO2e                   |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------------|------------------------|------------------------|---------------|---------------|------------------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr          |                        |                        |               |               |                        |
| Area         | 0.6293        | 4.0000e-005   | 3.9400e-003   | 0.0000        |               | 1.0000e-005   | 1.0000e-005   |                | 1.0000e-005   | 1.0000e-005   | 0.0000         | 7.6600e-003            | 7.6600e-003            | 2.0000e-005   | 0.0000        | 8.1600e-003            |
| Energy       | 1.6700e-003   | 0.0152        | 0.0128        | 9.0000e-005   |               | 1.1600e-003   | 1.1600e-003   |                | 1.1600e-003   | 1.1600e-003   | 0.0000         | 80.0203                | 80.0203                | 5.6700e-003   | 9.5000e-004   | 80.4461                |
| Mobile       | 0.1114        | 1.9983        | 1.2757        | 0.0132        | 0.6417        | 0.0236        | 0.6652        | 0.1775         | 0.0225        | 0.2000        | 0.0000         | 1,261.940<br>1         | 1,261.940<br>1         | 0.0208        | 0.1652        | 1,311.690<br>7         |
| Waste        |               |               |               |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 29.4357        | 0.0000                 | 29.4357                | 1.7396        | 0.0000        | 72.9258                |
| Water        |               |               |               |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 11.3180        | 82.3812                | 93.6992                | 1.1694        | 0.0283        | 131.3655               |
| <b>Total</b> | <b>0.7424</b> | <b>2.0135</b> | <b>1.2924</b> | <b>0.0133</b> | <b>0.6417</b> | <b>0.0247</b> | <b>0.6664</b> | <b>0.1775</b>  | <b>0.0237</b> | <b>0.2012</b> | <b>40.7537</b> | <b>1,424.349<br/>2</b> | <b>1,465.103<br/>0</b> | <b>2.9355</b> | <b>0.1944</b> | <b>1,596.436<br/>1</b> |

|                          | ROG         | NOx         | CO          | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2    | NBio-CO2    | Total CO2   | CH4         | N2O         | CO2e        |
|--------------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Percent Reduction</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b>   | <b>0.00</b>  | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |

## 3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|------------|------------|------------|-----------|---------------|----------|-------------------|
| 1            | Demolition | Demolition | 8/1/2022   | 7/31/2022 | 5             | 0        |                   |

Acres of Grading (Site Preparation Phase): 0

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Acres of Grading (Grading Phase): 0****Acres of Paving: 0****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**

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

### Unmitigated Construction On-Site

[illegible]

### Unmitigated Construction Off-Site

[illegible]

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.2 Demolition - 2022****Mitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr         |               |               |               |               |               |
| Off-Road     | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr         |               |               |               |               |               |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Worker       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**4.0 Operational Detail - Mobile**

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

## 4.1 Mitigation Measures Mobile

|             | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2      | Total CO2      | CH4    | N2O    | CO2e           |
|-------------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------------|----------------|--------|--------|----------------|
| Category    | tons/yr |        |        |        |               |              |            |                |               |             | MT/yr    |                |                |        |        |                |
| Mitigated   | 0.1114  | 1.9983 | 1.2757 | 0.0132 | 0.6417        | 0.0236       | 0.6652     | 0.1775         | 0.0225        | 0.2000      | 0.0000   | 1,261.940<br>1 | 1,261.940<br>1 | 0.0208 | 0.1652 | 1,311.690<br>7 |
| Unmitigated | 0.1114  | 1.9983 | 1.2757 | 0.0132 | 0.6417        | 0.0236       | 0.6652     | 0.1775         | 0.0225        | 0.2000      | 0.0000   | 1,261.940<br>1 | 1,261.940<br>1 | 0.0208 | 0.1652 | 1,311.690<br>7 |

## 4.2 Trip Summary Information

|                                  | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|----------------------------------|-------------------------|----------|--------|-------------|------------|
| Land Use                         | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Unrefrigerated Warehouse-No Rail | 172.00                  | 14.96    | 5.99   | 539,344     | 539,344    |
| User Defined Industrial          | 94.00                   | 8.18     | 3.27   | 1,001,375   | 1,001,375  |
| Total                            | 265.99                  | 23.14    | 9.26   | 1,540,719   | 1,540,719  |

## 4.3 Trip Type Information

|                                  | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|----------------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| Land Use                         | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Unrefrigerated Warehouse-No Rail | 16.60      | 8.40       | 6.90        | 59.00      | 0.00       | 41.00       | 92             | 5        | 3       |
| User Defined Industrial          | 40.00      | 8.40       | 6.90        | 100.00     | 0.00       | 0.00        | 100            | 0        | 0       |

## 4.4 Fleet Mix

| Land Use                         | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Unrefrigerated Warehouse-No Rail | 0.576000 | 0.060300 | 0.185900 | 0.151900 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.025900 | 0.000000 | 0.000000 |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

|                         |          |          |          |          |          |          |          |          |          |          |          |          |          |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| User Defined Industrial | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.133500 | 0.036700 | 0.212800 | 0.617000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

|                         | ROG         | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O         | CO2e    |
|-------------------------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|---------|
| Category                | tons/yr     |        |        |             |               |              |             |                |               |             | MT/yr    |           |           |             |             |         |
| Electricity Mitigated   |             |        |        |             |               | 0.0000       | 0.0000      |                | 0.0000        | 0.0000      | 0.0000   | 63.4731   | 63.4731   | 5.3600e-003 | 6.5000e-004 | 63.8006 |
| Electricity Unmitigated |             |        |        |             |               | 0.0000       | 0.0000      |                | 0.0000        | 0.0000      | 0.0000   | 63.4731   | 63.4731   | 5.3600e-003 | 6.5000e-004 | 63.8006 |
| Natural Gas Mitigated   | 1.6700e-003 | 0.0152 | 0.0128 | 9.0000e-005 |               | 1.1600e-003  | 1.1600e-003 |                | 1.1600e-003   | 1.1600e-003 | 0.0000   | 16.5472   | 16.5472   | 3.2000e-004 | 3.0000e-004 | 16.6455 |
| Natural Gas Unmitigated | 1.6700e-003 | 0.0152 | 0.0128 | 9.0000e-005 |               | 1.1600e-003  | 1.1600e-003 |                | 1.1600e-003   | 1.1600e-003 | 0.0000   | 16.5472   | 16.5472   | 3.2000e-004 | 3.0000e-004 | 16.6455 |

Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

|                                        | NaturalGa<br>s Use | ROG             | NOx    | CO     | SO2             | Fugitive<br>PM10 | Exhaust<br>PM10 | PM10<br>Total   | Fugitive<br>PM2.5 | Exhaust<br>PM2.5 | PM2.5<br>Total  | Bio- CO2 | NBio- CO2 | Total CO2 | CH4             | N2O             | CO2e    |
|----------------------------------------|--------------------|-----------------|--------|--------|-----------------|------------------|-----------------|-----------------|-------------------|------------------|-----------------|----------|-----------|-----------|-----------------|-----------------|---------|
| Land Use                               | kBTU/yr            | tons/yr         |        |        |                 |                  |                 |                 |                   |                  |                 |          | MT/yr     |           |                 |                 |         |
| Unrefrigerated<br>Warehouse-No<br>Rail | 310083             | 1.6700e-<br>003 | 0.0152 | 0.0128 | 9.0000e-<br>005 | 1.1600e-<br>003  | 1.1600e-<br>003 | 1.1600e-<br>003 | 1.1600e-<br>003   | 1.1600e-<br>003  | 1.1600e-<br>003 | 0.0000   | 16.5472   | 16.5472   | 3.2000e-<br>004 | 3.0000e-<br>004 | 16.6455 |
| User Defined<br>Industrial             | 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  |
| Total                                  |                    | 1.6700e-<br>003 | 0.0152 | 0.0128 | 9.0000e-<br>005 | 1.1600e-<br>003  | 1.1600e-<br>003 | 1.1600e-<br>003 | 1.1600e-<br>003   | 1.1600e-<br>003  | 1.1600e-<br>003 | 0.0000   | 16.5472   | 16.5472   | 3.2000e-<br>004 | 3.0000e-<br>004 | 16.6455 |

Mitigated

|                                        | NaturalGa<br>s Use | ROG             | NOx    | CO     | SO2             | Fugitive<br>PM10 | Exhaust<br>PM10 | PM10<br>Total   | Fugitive<br>PM2.5 | Exhaust<br>PM2.5 | PM2.5<br>Total  | Bio- CO2 | NBio- CO2 | Total CO2 | CH4             | N2O             | CO2e    |
|----------------------------------------|--------------------|-----------------|--------|--------|-----------------|------------------|-----------------|-----------------|-------------------|------------------|-----------------|----------|-----------|-----------|-----------------|-----------------|---------|
| Land Use                               | kBTU/yr            | tons/yr         |        |        |                 |                  |                 |                 |                   |                  |                 |          | MT/yr     |           |                 |                 |         |
| Unrefrigerated<br>Warehouse-No<br>Rail | 310083             | 1.6700e-<br>003 | 0.0152 | 0.0128 | 9.0000e-<br>005 | 1.1600e-<br>003  | 1.1600e-<br>003 | 1.1600e-<br>003 | 1.1600e-<br>003   | 1.1600e-<br>003  | 1.1600e-<br>003 | 0.0000   | 16.5472   | 16.5472   | 3.2000e-<br>004 | 3.0000e-<br>004 | 16.6455 |
| User Defined<br>Industrial             | 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  |
| Total                                  |                    | 1.6700e-<br>003 | 0.0152 | 0.0128 | 9.0000e-<br>005 | 1.1600e-<br>003  | 1.1600e-<br>003 | 1.1600e-<br>003 | 1.1600e-<br>003   | 1.1600e-<br>003  | 1.1600e-<br>003 | 0.0000   | 16.5472   | 16.5472   | 3.2000e-<br>004 | 3.0000e-<br>004 | 16.6455 |



## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.3 Energy by Land Use - Electricity****Unmitigated**

|                                  | Electricity Use | Total CO2      | CH4                | N2O                | CO2e           |
|----------------------------------|-----------------|----------------|--------------------|--------------------|----------------|
| Land Use                         | kWh/yr          | MT/yr          |                    |                    |                |
| Unrefrigerated Warehouse-No Rail | 357906          | 63.4731        | 5.3600e-003        | 6.5000e-004        | 63.8006        |
| User Defined Industrial          | 0               | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| <b>Total</b>                     |                 | <b>63.4731</b> | <b>5.3600e-003</b> | <b>6.5000e-004</b> | <b>63.8006</b> |

**Mitigated**

|                                  | Electricity Use | Total CO2      | CH4                | N2O                | CO2e           |
|----------------------------------|-----------------|----------------|--------------------|--------------------|----------------|
| Land Use                         | kWh/yr          | MT/yr          |                    |                    |                |
| Unrefrigerated Warehouse-No Rail | 357906          | 63.4731        | 5.3600e-003        | 6.5000e-004        | 63.8006        |
| User Defined Industrial          | 0               | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| <b>Total</b>                     |                 | <b>63.4731</b> | <b>5.3600e-003</b> | <b>6.5000e-004</b> | <b>63.8006</b> |

**6.0 Area Detail**

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****6.1 Mitigation Measures Area**

|             | ROG     | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4         | N2O    | CO2e        |
|-------------|---------|-------------|-------------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-------------|-------------|-------------|--------|-------------|
| Category    | tons/yr |             |             |        |               |              |             |                |               |             | MT/yr    |             |             |             |        |             |
| Mitigated   | 0.6293  | 4.0000e-005 | 3.9400e-003 | 0.0000 |               | 1.0000e-005  | 1.0000e-005 |                | 1.0000e-005   | 1.0000e-005 | 0.0000   | 7.6600e-003 | 7.6600e-003 | 2.0000e-005 | 0.0000 | 8.1600e-003 |
| Unmitigated | 0.6293  | 4.0000e-005 | 3.9400e-003 | 0.0000 |               | 1.0000e-005  | 1.0000e-005 |                | 1.0000e-005   | 1.0000e-005 | 0.0000   | 7.6600e-003 | 7.6600e-003 | 2.0000e-005 | 0.0000 | 8.1600e-003 |

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

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2          | Total CO2          | CH4                | N2O           | CO2e               |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|--------------------|
| SubCategory           | tons/yr       |                    |                    |               |               |                    |                    |                |                    |                    | MT/yr         |                    |                    |                    |               |                    |
| Architectural Coating | 0.0715        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Consumer Products     | 0.5575        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Landscaping           | 3.6000e-004   | 4.0000e-005        | 3.9400e-003        | 0.0000        |               | 1.0000e-005        | 1.0000e-005        |                | 1.0000e-005        | 1.0000e-005        | 0.0000        | 7.6600e-003        | 7.6600e-003        | 2.0000e-005        | 0.0000        | 8.1600e-003        |
| <b>Total</b>          | <b>0.6293</b> | <b>4.0000e-005</b> | <b>3.9400e-003</b> | <b>0.0000</b> |               | <b>1.0000e-005</b> | <b>1.0000e-005</b> |                | <b>1.0000e-005</b> | <b>1.0000e-005</b> | <b>0.0000</b> | <b>7.6600e-003</b> | <b>7.6600e-003</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>8.1600e-003</b> |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

## 6.2 Area by SubCategory

Mitigated

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2          | Total CO2          | CH4                | N2O           | CO2e               |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|--------------------|
| SubCategory           | tons/yr       |                    |                    |               |               |                    |                    |                |                    |                    | MT/yr         |                    |                    |                    |               |                    |
| Architectural Coating | 0.0715        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Consumer Products     | 0.5575        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Landscaping           | 3.6000e-004   | 4.0000e-005        | 3.9400e-003        | 0.0000        |               | 1.0000e-005        | 1.0000e-005        |                | 1.0000e-005        | 1.0000e-005        | 0.0000        | 7.6600e-003        | 7.6600e-003        | 2.0000e-005        | 0.0000        | 8.1600e-003        |
| <b>Total</b>          | <b>0.6293</b> | <b>4.0000e-005</b> | <b>3.9400e-003</b> | <b>0.0000</b> |               | <b>1.0000e-005</b> | <b>1.0000e-005</b> |                | <b>1.0000e-005</b> | <b>1.0000e-005</b> | <b>0.0000</b> | <b>7.6600e-003</b> | <b>7.6600e-003</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>8.1600e-003</b> |

## 7.0 Water Detail

## 7.1 Mitigation Measures Water

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

|             | Total CO2 | CH4    | N2O    | CO2e     |
|-------------|-----------|--------|--------|----------|
| Category    | MT/yr     |        |        |          |
| Mitigated   | 93.6992   | 1.1694 | 0.0283 | 131.3655 |
| Unmitigated | 93.6992   | 1.1694 | 0.0283 | 131.3655 |

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

|                                  | Indoor/Outdoor Use | Total CO2      | CH4           | N2O           | CO2e            |
|----------------------------------|--------------------|----------------|---------------|---------------|-----------------|
| Land Use                         | Mgal               | MT/yr          |               |               |                 |
| Unrefrigerated Warehouse-No Rail | 35.6749 / 0        | 93.6992        | 1.1694        | 0.0283        | 131.3655        |
| User Defined Industrial          | 0 / 0              | 0.0000         | 0.0000        | 0.0000        | 0.0000          |
| <b>Total</b>                     |                    | <b>93.6992</b> | <b>1.1694</b> | <b>0.0283</b> | <b>131.3655</b> |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****7.2 Water by Land Use****Mitigated**

|                                  | Indoor/Outdoor Use | Total CO2      | CH4           | N2O           | CO2e            |
|----------------------------------|--------------------|----------------|---------------|---------------|-----------------|
| Land Use                         | Mgal               | MT/yr          |               |               |                 |
| Unrefrigerated Warehouse-No Rail | 35.6749 / 0        | 93.6992        | 1.1694        | 0.0283        | 131.3655        |
| User Defined Industrial          | 0 / 0              | 0.0000         | 0.0000        | 0.0000        | 0.0000          |
| <b>Total</b>                     |                    | <b>93.6992</b> | <b>1.1694</b> | <b>0.0283</b> | <b>131.3655</b> |

**8.0 Waste Detail****8.1 Mitigation Measures Waste****Category/Year**

|             | Total CO2 | CH4    | N2O    | CO2e    |
|-------------|-----------|--------|--------|---------|
|             | MT/yr     |        |        |         |
| Mitigated   | 29.4357   | 1.7396 | 0.0000 | 72.9258 |
| Unmitigated | 29.4357   | 1.7396 | 0.0000 | 72.9258 |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.2 Waste by Land Use****Unmitigated**

|                                        | Waste<br>Disposed | Total CO2      | CH4           | N2O           | CO2e           |
|----------------------------------------|-------------------|----------------|---------------|---------------|----------------|
| Land Use                               | tons              | MT/yr          |               |               |                |
| Unrefrigerated<br>Warehouse-No<br>Rail | 145.01            | 29.4357        | 1.7396        | 0.0000        | 72.9258        |
| User Defined<br>Industrial             | 0                 | 0.0000         | 0.0000        | 0.0000        | 0.0000         |
| <b>Total</b>                           |                   | <b>29.4357</b> | <b>1.7396</b> | <b>0.0000</b> | <b>72.9258</b> |

**Mitigated**

|                                        | Waste<br>Disposed | Total CO2      | CH4           | N2O           | CO2e           |
|----------------------------------------|-------------------|----------------|---------------|---------------|----------------|
| Land Use                               | tons              | MT/yr          |               |               |                |
| Unrefrigerated<br>Warehouse-No<br>Rail | 145.01            | 29.4357        | 1.7396        | 0.0000        | 72.9258        |
| User Defined<br>Industrial             | 0                 | 0.0000         | 0.0000        | 0.0000        | 0.0000         |
| <b>Total</b>                           |                   | <b>29.4357</b> | <b>1.7396</b> | <b>0.0000</b> | <b>72.9258</b> |

**9.0 Operational Offroad**

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

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

**11.0 Vegetation**

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## **APPENDIX 3.4:**

### **CALEEMOD HIGH-CUBE COLD STORAGE OPERATIONAL EMISSIONS MODEL OUTPUTS**

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations)

## Riverside-South Coast County, Annual

## 1.0 Project Characteristics

## 1.1 Land Usage

| Land Uses                      | Size  | Metric            | Lot Acreage | Floor Surface Area | Population |
|--------------------------------|-------|-------------------|-------------|--------------------|------------|
| Refrigerated Warehouse-No Rail | 33.06 | 1000sqft          | 0.76        | 33,060.00          | 0          |
| User Defined Industrial        | 33.06 | User Defined Unit | 0.00        | 0.00               | 0          |

## 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/MWhr) | 390.98                     | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr)   | 0.004 |

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

Project Characteristics -

Land Use -

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

| Table Name           | Column Name  | Default Value | New Value |
|----------------------|--------------|---------------|-----------|
| tblConstructionPhase | NumDays      | 10.00         | 0.00      |
| tblConstructionPhase | PhaseEndDate | 8/12/2022     | 7/31/2022 |
| tblFleetMix          | HHD          | 0.02          | 0.00      |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

|                     |                            |             |       |
|---------------------|----------------------------|-------------|-------|
| tblFleetMix         | HHD                        | 0.02        | 0.22  |
| tblFleetMix         | LDA                        | 0.53        | 0.58  |
| tblFleetMix         | LDA                        | 0.53        | 0.00  |
| tblFleetMix         | LDT1                       | 0.06        | 0.06  |
| tblFleetMix         | LDT1                       | 0.06        | 0.00  |
| tblFleetMix         | LDT2                       | 0.17        | 0.19  |
| tblFleetMix         | LDT2                       | 0.17        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.44  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.00  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.12  |
| tblFleetMix         | MCY                        | 0.02        | 0.03  |
| tblFleetMix         | MCY                        | 0.02        | 0.00  |
| tblFleetMix         | MDV                        | 0.14        | 0.15  |
| tblFleetMix         | MDV                        | 0.14        | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.22  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00        | 0.00  |
| tblVehicleTrips     | CW_TL                      | 16.60       | 40.00 |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

|                 |        |      |        |
|-----------------|--------|------|--------|
| tblVehicleTrips | CW_TTP | 0.00 | 100.00 |
| tblVehicleTrips | PR_TP  | 0.00 | 100.00 |
| tblVehicleTrips | ST_TR  | 2.12 | 0.15   |
| tblVehicleTrips | ST_TR  | 0.00 | 0.05   |
| tblVehicleTrips | SU_TR  | 2.12 | 0.06   |
| tblVehicleTrips | SU_TR  | 0.00 | 0.02   |
| tblVehicleTrips | WD_TR  | 2.12 | 1.69   |
| tblVehicleTrips | WD_TR  | 0.00 | 0.54   |

**2.0 Emissions Summary**

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## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.1 Overall Construction****Unmitigated Construction**

|         | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|---------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year    | tons/yr |        |        |        |               |              |            |                |               |             | MT/yr    |           |           |        |        |        |
| 2022    | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |
| Maximum | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |

**Mitigated Construction**

|         | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|---------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year    | tons/yr |        |        |        |               |              |            |                |               |             | MT/yr    |           |           |        |        |        |
| 2022    | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |
| Maximum | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |

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

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

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

Highest

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

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |                    |               |                |                    |               | MT/yr         |                 |                 |               |               |                 |
| Area         | 0.1349        | 1.0000e-005   | 8.4000e-004   | 0.0000             |               | 0.0000             | 0.0000        |                | 0.0000             | 0.0000        | 0.0000        | 1.6400e-003     | 1.6400e-003     | 0.0000        | 0.0000        | 1.7500e-003     |
| Energy       | 9.2200e-003   | 0.0838        | 0.0704        | 5.0000e-004        |               | 6.3700e-003        | 6.3700e-003   |                | 6.3700e-003        | 6.3700e-003   | 0.0000        | 324.8461        | 324.8461        | 0.0215        | 4.0600e-003   | 326.5935        |
| Mobile       | 0.0334        | 0.3233        | 0.3692        | 2.2500e-003        | 0.1493        | 3.2500e-003        | 0.1526        | 0.0413         | 3.1000e-003        | 0.0444        | 0.0000        | 213.0634        | 213.0634        | 4.1200e-003   | 0.0207        | 219.3274        |
| Waste        |               |               |               |                    |               | 0.0000             | 0.0000        |                | 0.0000             | 0.0000        | 6.3090        | 0.0000          | 6.3090          | 0.3729        | 0.0000        | 15.6302         |
| Water        |               |               |               |                    |               | 0.0000             | 0.0000        |                | 0.0000             | 0.0000        | 2.4255        | 17.6543         | 20.0797         | 0.2506        | 6.0600e-003   | 28.1516         |
| <b>Total</b> | <b>0.1775</b> | <b>0.4071</b> | <b>0.4405</b> | <b>2.7500e-003</b> | <b>0.1493</b> | <b>9.6200e-003</b> | <b>0.1590</b> | <b>0.0413</b>  | <b>9.4700e-003</b> | <b>0.0508</b> | <b>8.7344</b> | <b>555.5654</b> | <b>564.2998</b> | <b>0.6490</b> | <b>0.0308</b> | <b>589.7043</b> |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

## 2.2 Overall Operational

Mitigated Operational

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |                    |               |                |                    |               | MT/yr         |                 |                 |               |               |                 |
| Area         | 0.1349        | 1.0000e-005   | 8.4000e-004   | 0.0000             |               | 0.0000             | 0.0000        |                | 0.0000             | 0.0000        | 0.0000        | 1.6400e-003     | 1.6400e-003     | 0.0000        | 0.0000        | 1.7500e-003     |
| Energy       | 9.2200e-003   | 0.0838        | 0.0704        | 5.0000e-004        |               | 6.3700e-003        | 6.3700e-003   |                | 6.3700e-003        | 6.3700e-003   | 0.0000        | 324.8461        | 324.8461        | 0.0215        | 4.0600e-003   | 326.5935        |
| Mobile       | 0.0334        | 0.3233        | 0.3692        | 2.2500e-003        | 0.1493        | 3.2500e-003        | 0.1526        | 0.0413         | 3.1000e-003        | 0.0444        | 0.0000        | 213.0634        | 213.0634        | 4.1200e-003   | 0.0207        | 219.3274        |
| Waste        |               |               |               |                    |               | 0.0000             | 0.0000        |                | 0.0000             | 0.0000        | 6.3090        | 0.0000          | 6.3090          | 0.3729        | 0.0000        | 15.6302         |
| Water        |               |               |               |                    |               | 0.0000             | 0.0000        |                | 0.0000             | 0.0000        | 2.4255        | 17.6543         | 20.0797         | 0.2506        | 6.0600e-003   | 28.1516         |
| <b>Total</b> | <b>0.1775</b> | <b>0.4071</b> | <b>0.4405</b> | <b>2.7500e-003</b> | <b>0.1493</b> | <b>9.6200e-003</b> | <b>0.1590</b> | <b>0.0413</b>  | <b>9.4700e-003</b> | <b>0.0508</b> | <b>8.7344</b> | <b>555.5654</b> | <b>564.2998</b> | <b>0.6490</b> | <b>0.0308</b> | <b>589.7043</b> |

|                          | ROG         | NOx         | CO          | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2    | NBio- CO2   | Total CO2   | CH4         | N2O         | CO2e        |
|--------------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Percent Reduction</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b>   | <b>0.00</b>  | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |

## 3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|------------|------------|------------|-----------|---------------|----------|-------------------|
| 1            | Demolition | Demolition | 8/1/2022   | 7/31/2022 | 5             | 0        |                   |

Acres of Grading (Site Preparation Phase): 0

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Acres of Grading (Grading Phase): 0****Acres of Paving: 0****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 | Rubber Tired Dozers       | 0      | 1.00        | 247         | 0.40        |
| Demolition | Tractors/Loaders/Backhoes | 0      | 6.00        | 97          | 0.37        |

**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**



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

### Unmitigated Construction On-Site

[illegible]

### Unmitigated Construction Off-Site

[illegible]

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

## 3.2 Demolition - 2022

Mitigated Construction On-Site

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr         |               |               |               |               |               |
| Off-Road     | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

Mitigated Construction Off-Site

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr         |               |               |               |               |               |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Worker       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

## 4.0 Operational Detail - Mobile

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

## 4.1 Mitigation Measures Mobile

|             | ROG     | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O    | CO2e     |
|-------------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|----------|
| Category    | tons/yr |        |        |             |               |              |            |                |               |             | MT/yr    |           |           |             |        |          |
| Mitigated   | 0.0334  | 0.3233 | 0.3692 | 2.2500e-003 | 0.1493        | 3.2500e-003  | 0.1526     | 0.0413         | 3.1000e-003   | 0.0444      | 0.0000   | 213.0634  | 213.0634  | 4.1200e-003 | 0.0207 | 219.3274 |
| Unmitigated | 0.0334  | 0.3233 | 0.3692 | 2.2500e-003 | 0.1493        | 3.2500e-003  | 0.1526     | 0.0413         | 3.1000e-003   | 0.0444      | 0.0000   | 213.0634  | 213.0634  | 4.1200e-003 | 0.0207 | 219.3274 |

## 4.2 Trip Summary Information

|                                | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|--------------------------------|-------------------------|----------|--------|-------------|------------|
| Land Use                       | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Refrigerated Warehouse-No Rail | 56.00                   | 4.87     | 1.95   | 175,605     | 175,605    |
| User Defined Industrial        | 18.00                   | 1.57     | 0.62   | 191,771     | 191,771    |
| Total                          | 74.00                   | 6.44     | 2.57   | 367,377     | 367,377    |

## 4.3 Trip Type Information

|                           | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|---------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| Land Use                  | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Refrigerated Warehouse-No | 16.60      | 8.40       | 6.90        | 59.00      | 0.00       | 41.00       | 92             | 5        | 3       |
| User Defined Industrial   | 40.00      | 8.40       | 6.90        | 100.00     | 0.00       | 0.00        | 100            | 0        | 0       |

## 4.4 Fleet Mix

| Land Use                       | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|--------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Refrigerated Warehouse-No Rail | 0.576000 | 0.060300 | 0.185900 | 0.151900 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.025900 | 0.000000 | 0.000000 |

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

|                         |          |          |          |          |          |          |          |          |          |          |          |          |          |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| User Defined Industrial | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.435800 | 0.119800 | 0.222200 | 0.222200 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

|                         | ROG         | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O         | CO2e     |
|-------------------------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|----------|
| Category                | tons/yr     |        |        |             |               |              |             |                |               |             | MT/yr    |           |           |             |             |          |
| Electricity Mitigated   |             |        |        |             |               | 0.0000       | 0.0000      |                | 0.0000        | 0.0000      | 0.0000   | 233.5837  | 233.5837  | 0.0197      | 2.3900e-003 | 234.7887 |
| Electricity Unmitigated |             |        |        |             |               | 0.0000       | 0.0000      |                | 0.0000        | 0.0000      | 0.0000   | 233.5837  | 233.5837  | 0.0197      | 2.3900e-003 | 234.7887 |
| Natural Gas Mitigated   | 9.2200e-003 | 0.0838 | 0.0704 | 5.0000e-004 |               | 6.3700e-003  | 6.3700e-003 |                | 6.3700e-003   | 6.3700e-003 | 0.0000   | 91.2625   | 91.2625   | 1.7500e-003 | 1.6700e-003 | 91.8048  |
| Natural Gas Unmitigated | 9.2200e-003 | 0.0838 | 0.0704 | 5.0000e-004 |               | 6.3700e-003  | 6.3700e-003 |                | 6.3700e-003   | 6.3700e-003 | 0.0000   | 91.2625   | 91.2625   | 1.7500e-003 | 1.6700e-003 | 91.8048  |

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

## 5.2 Energy by Land Use - NaturalGas

Unmitigated

|                                              | NaturalGa<br>s Use                  | ROG             | NOx    | CO     | SO2             | Fugitive<br>PM10 | Exhaust<br>PM10 | PM10<br>Total   | Fugitive<br>PM2.5 | Exhaust<br>PM2.5 | PM2.5<br>Total  | Bio- CO2 | NBio- CO2 | Total CO2 | CH4             | N2O             | CO2e    |
|----------------------------------------------|-------------------------------------|-----------------|--------|--------|-----------------|------------------|-----------------|-----------------|-------------------|------------------|-----------------|----------|-----------|-----------|-----------------|-----------------|---------|
| Land Use                                     | kBTU/yr                             | tons/yr         |        |        |                 |                  |                 |                 |                   |                  |                 |          | MT/yr     |           |                 |                 |         |
| Refrigerated<br>Warehouse-No<br>+006<br>Rail | 1.71019e<br>+006<br>9.2200e-<br>003 | 9.2200e-<br>003 | 0.0838 | 0.0704 | 5.0000e-<br>004 | 6.3700e-<br>003  | 6.3700e-<br>003 | 6.3700e-<br>003 | 6.3700e-<br>003   | 6.3700e-<br>003  | 6.3700e-<br>003 | 0.0000   | 91.2625   | 91.2625   | 1.7500e-<br>003 | 1.6700e-<br>003 | 91.8048 |
| User Defined<br>Industrial                   | 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  |
| Total                                        |                                     | 9.2200e-<br>003 | 0.0838 | 0.0704 | 5.0000e-<br>004 |                  |                 | 6.3700e-<br>003 | 6.3700e-<br>003   | 6.3700e-<br>003  | 6.3700e-<br>003 | 0.0000   | 91.2625   | 91.2625   | 1.7500e-<br>003 | 1.6700e-<br>003 | 91.8048 |

Mitigated

|                                              | NaturalGa<br>s Use                  | ROG             | NOx    | CO     | SO2             | Fugitive<br>PM10 | Exhaust<br>PM10 | PM10<br>Total   | Fugitive<br>PM2.5 | Exhaust<br>PM2.5 | PM2.5<br>Total  | Bio- CO2 | NBio- CO2 | Total CO2 | CH4             | N2O             | CO2e    |
|----------------------------------------------|-------------------------------------|-----------------|--------|--------|-----------------|------------------|-----------------|-----------------|-------------------|------------------|-----------------|----------|-----------|-----------|-----------------|-----------------|---------|
| Land Use                                     | kBTU/yr                             | tons/yr         |        |        |                 |                  |                 |                 |                   |                  |                 |          | MT/yr     |           |                 |                 |         |
| Refrigerated<br>Warehouse-No<br>+006<br>Rail | 1.71019e<br>+006<br>9.2200e-<br>003 | 9.2200e-<br>003 | 0.0838 | 0.0704 | 5.0000e-<br>004 | 6.3700e-<br>003  | 6.3700e-<br>003 | 6.3700e-<br>003 | 6.3700e-<br>003   | 6.3700e-<br>003  | 6.3700e-<br>003 | 0.0000   | 91.2625   | 91.2625   | 1.7500e-<br>003 | 1.6700e-<br>003 | 91.8048 |
| User Defined<br>Industrial                   | 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  |
| Total                                        |                                     | 9.2200e-<br>003 | 0.0838 | 0.0704 | 5.0000e-<br>004 |                  |                 | 6.3700e-<br>003 | 6.3700e-<br>003   | 6.3700e-<br>003  | 6.3700e-<br>003 | 0.0000   | 91.2625   | 91.2625   | 1.7500e-<br>003 | 1.6700e-<br>003 | 91.8048 |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.3 Energy by Land Use - Electricity****Unmitigated**

|                                | Electricity Use | Total CO2       | CH4           | N2O                | CO2e            |
|--------------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use                       | kWh/yr          | MT/yr           |               |                    |                 |
| Refrigerated Warehouse-No Rail | 1.31711e+006    | 233.5837        | 0.0197        | 2.3900e-003        | 234.7887        |
| User Defined Industrial        | 0               | 0.0000          | 0.0000        | 0.0000             | 0.0000          |
| <b>Total</b>                   |                 | <b>233.5837</b> | <b>0.0197</b> | <b>2.3900e-003</b> | <b>234.7887</b> |

**Mitigated**

|                                | Electricity Use | Total CO2       | CH4           | N2O                | CO2e            |
|--------------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use                       | kWh/yr          | MT/yr           |               |                    |                 |
| Refrigerated Warehouse-No Rail | 1.31711e+006    | 233.5837        | 0.0197        | 2.3900e-003        | 234.7887        |
| User Defined Industrial        | 0               | 0.0000          | 0.0000        | 0.0000             | 0.0000          |
| <b>Total</b>                   |                 | <b>233.5837</b> | <b>0.0197</b> | <b>2.3900e-003</b> | <b>234.7887</b> |

**6.0 Area Detail**

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

## 6.1 Mitigation Measures Area

|             | ROG     | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4    | N2O    | CO2e        |
|-------------|---------|-------------|-------------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|
| Category    | tons/yr |             |             |        |               |              |            |                |               |             | MT/yr    |             |             |        |        |             |
| Mitigated   | 0.1349  | 1.0000e-005 | 8.4000e-004 | 0.0000 |               | 0.0000       | 0.0000     |                | 0.0000        | 0.0000      | 0.0000   | 1.6400e-003 | 1.6400e-003 | 0.0000 | 0.0000 | 1.7500e-003 |
| Unmitigated | 0.1349  | 1.0000e-005 | 8.4000e-004 | 0.0000 |               | 0.0000       | 0.0000     |                | 0.0000        | 0.0000      | 0.0000   | 1.6400e-003 | 1.6400e-003 | 0.0000 | 0.0000 | 1.7500e-003 |

## 6.2 Area by SubCategory

Unmitigated

|                       | ROG         | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4    | N2O    | CO2e        |
|-----------------------|-------------|-------------|-------------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|
| SubCategory           | tons/yr     |             |             |        |               |              |            |                |               |             | MT/yr    |             |             |        |        |             |
| Architectural Coating | 0.0153      |             |             |        |               | 0.0000       | 0.0000     |                | 0.0000        | 0.0000      | 0.0000   | 0.0000      | 0.0000      | 0.0000 | 0.0000 | 0.0000      |
| Consumer Products     | 0.1195      |             |             |        |               | 0.0000       | 0.0000     |                | 0.0000        | 0.0000      | 0.0000   | 0.0000      | 0.0000      | 0.0000 | 0.0000 | 0.0000      |
| Landscaping           | 8.0000e-005 | 1.0000e-005 | 8.4000e-004 | 0.0000 |               | 0.0000       | 0.0000     |                | 0.0000        | 0.0000      | 0.0000   | 1.6400e-003 | 1.6400e-003 | 0.0000 | 0.0000 | 1.7500e-003 |
| Total                 | 0.1349      | 1.0000e-005 | 8.4000e-004 | 0.0000 |               | 0.0000       | 0.0000     |                | 0.0000        | 0.0000      | 0.0000   | 1.6400e-003 | 1.6400e-003 | 0.0000 | 0.0000 | 1.7500e-003 |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****6.2 Area by SubCategory****Mitigated**

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| SubCategory           | tons/yr       |                    |                    |               |               |               |               |                |               |               | MT/yr         |                    |                    |               |               |                    |
| Architectural Coating | 0.0153        |                    |                    |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000             |
| Consumer Products     | 0.1195        |                    |                    |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000             |
| Landscaping           | 8.0000e-005   | 1.0000e-005        | 8.4000e-004        | 0.0000        |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 0.0000        | 1.6400e-003        | 1.6400e-003        | 0.0000        | 0.0000        | 1.7500e-003        |
| <b>Total</b>          | <b>0.1349</b> | <b>1.0000e-005</b> | <b>8.4000e-004</b> | <b>0.0000</b> |               | <b>0.0000</b> | <b>0.0000</b> |                | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>1.6400e-003</b> | <b>1.6400e-003</b> | <b>0.0000</b> | <b>0.0000</b> | <b>1.7500e-003</b> |

**7.0 Water Detail****7.1 Mitigation Measures Water**



## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

|             | Total CO2 | CH4    | N2O         | CO2e    |
|-------------|-----------|--------|-------------|---------|
| Category    | MT/yr     |        |             |         |
| Mitigated   | 20.0797   | 0.2506 | 6.0600e-003 | 28.1516 |
| Unmitigated | 20.0797   | 0.2506 | 6.0600e-003 | 28.1516 |

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

|                                | Indoor/Outdoor Use | Total CO2      | CH4           | N2O                | CO2e           |
|--------------------------------|--------------------|----------------|---------------|--------------------|----------------|
| Land Use                       | Mgal               | MT/yr          |               |                    |                |
| Refrigerated Warehouse-No Rail | 7.64513 / 0        | 20.0797        | 0.2506        | 6.0600e-003        | 28.1516        |
| User Defined Industrial        | 0 / 0              | 0.0000         | 0.0000        | 0.0000             | 0.0000         |
| <b>Total</b>                   |                    | <b>20.0797</b> | <b>0.2506</b> | <b>6.0600e-003</b> | <b>28.1516</b> |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****7.2 Water by Land Use****Mitigated**

|                                | Indoor/Outdoor Use | Total CO2      | CH4           | N2O                | CO2e           |
|--------------------------------|--------------------|----------------|---------------|--------------------|----------------|
| Land Use                       | Mgal               | MT/yr          |               |                    |                |
| Refrigerated Warehouse-No Rail | 7.64513 / 0        | 20.0797        | 0.2506        | 6.0600e-003        | 28.1516        |
| User Defined Industrial        | 0 / 0              | 0.0000         | 0.0000        | 0.0000             | 0.0000         |
| <b>Total</b>                   |                    | <b>20.0797</b> | <b>0.2506</b> | <b>6.0600e-003</b> | <b>28.1516</b> |

**8.0 Waste Detail****8.1 Mitigation Measures Waste****Category/Year**

|             | Total CO2 | CH4    | N2O    | CO2e    |
|-------------|-----------|--------|--------|---------|
|             | MT/yr     |        |        |         |
| Mitigated   | 6.3090    | 0.3729 | 0.0000 | 15.6302 |
| Unmitigated | 6.3090    | 0.3729 | 0.0000 | 15.6302 |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.2 Waste by Land Use****Unmitigated**

|                                | Waste Disposed | Total CO2     | CH4           | N2O           | CO2e           |
|--------------------------------|----------------|---------------|---------------|---------------|----------------|
| Land Use                       | tons           | MT/yr         |               |               |                |
| Refrigerated Warehouse-No Rail | 31.08          | 6.3090        | 0.3729        | 0.0000        | 15.6302        |
| User Defined Industrial        | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| <b>Total</b>                   |                | <b>6.3090</b> | <b>0.3729</b> | <b>0.0000</b> | <b>15.6302</b> |

**Mitigated**

|                                | Waste Disposed | Total CO2     | CH4           | N2O           | CO2e           |
|--------------------------------|----------------|---------------|---------------|---------------|----------------|
| Land Use                       | tons           | MT/yr         |               |               |                |
| Refrigerated Warehouse-No Rail | 31.08          | 6.3090        | 0.3729        | 0.0000        | 15.6302        |
| User Defined Industrial        | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| <b>Total</b>                   |                | <b>6.3090</b> | <b>0.3729</b> | <b>0.0000</b> | <b>15.6302</b> |

**9.0 Operational Offroad**

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

| 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 |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

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

**11.0 Vegetation**

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**APPENDIX 3.5:**

**SCAQMD AMICUS BRIEF**

**S219783**

**IN THE SUPREME COURT OF CALIFORNIA**

---

SIERRA CLUB, REVIVE THE SAN JOAQUIN, and  
LEAGUE OF WOMEN VOTERS OF FRESNO,

Plaintiffs and Appellants,

v.

COUNTY OF FRESNO,

Defendant and Respondent,

and,

FRIANT RANCH, L.P.,

Real Party in Interest and Respondent.

SUPREME COURT  
FILED

APR 13 2015

Frank A. McGuire Clerk  
Deputy

---

After a Published Decision by the Court of Appeal, filed May 27, 2014  
Fifth Appellate District Case No. F066798

Appeal from the Superior Court of California, County of Fresno  
Case No. 11CECG00726  
Honorable Rosendo A. Pena, Jr.

---

**APPLICATION OF THE SOUTH COAST AIR QUALITY  
MANAGEMENT DISTRICT FOR LEAVE TO FILE  
BRIEF OF *AMICUS CURIAE* IN SUPPORT OF NEITHER PARTY  
AND *[PROPOSED]* BRIEF OF *AMICUS CURIAE***

---

Kurt R. Wiese, General Counsel (SBN 127251)  
\*Barbara Baird, Chief Deputy Counsel (SBN 81507)  
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
21865 Copley Drive, Diamond Bar, CA 91765  
Telephone: 909-396-2302; Facsimile: 909-396-2961  
Email: [bbaird@aqmd.gov](mailto:bbaird@aqmd.gov)  
Counsel for *[Proposed]* Amicus Curiae,  
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

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**CLERK SUPREME COURT**

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**TO THE HONORABLE CHIEF JUSTICE AND JUSTICES OF THE  
SUPREME COURT:**

**APPLICATION FOR LEAVE TO FILE *AMICUS CURIAE* BRIEF**

Pursuant to Rule 8.520(f) of the California Rules of Court, the South Coast Air Quality Management District (SCAQMD) respectfully requests leave to file the attached *amicus curiae* brief. Because SCAQMD's position differs from that of either party, we request leave to submit this amicus brief in support of neither party.

**HOW THIS BRIEF WILL ASSIST THE COURT**

SCAQMD's proposed amicus brief takes a position on two of the issues in this case. In both instances, its position differs from that of either party. The issues are:

- 1) Does the California Environmental Quality Act (CEQA) require an environmental impact report (EIR) to correlate a project's air pollution emissions with specific levels of health impacts?
- 2) What is the proper standard of review for determining whether an EIR provides sufficient information on the health impacts caused by a project's emission of air pollutants?

This brief will assist the Court by discussing the practical realities of correlating identified air quality impacts with specific health outcomes. In short, CEQA requires agencies to provide detailed information about a project's air quality impacts that is sufficient for the public and decisionmakers to adequately evaluate the project and meaningfully understand its impacts. However, the level of analysis is governed by a rule of reason; CEQA only requires agencies to conduct analysis if it is reasonably feasible to do so.

With regard to health-related air quality impacts, an analysis that correlates a project's air pollution emissions with specific levels of health impacts will be feasible in some cases but not others. Whether it is feasible depends on a variety of factors, including the nature of the project and the nature of the analysis under consideration. The feasibility of analysis may also change over time as air districts and others develop new tools for measuring projects' air quality related health impacts. Because SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, it is uniquely situated to express an opinion on the extent to which the Court should hold that CEQA requires lead agencies to correlate air quality impacts with specific health outcomes.

SCAQMD can also offer a unique perspective on the question of the appropriate standard of review. SCAQMD submits that the proper standard of review for determining whether an EIR is sufficient as an informational document is more nuanced than argued by either party. In our view, this is a mixed question of fact and law. It includes determining whether additional analysis is feasible, which is primarily a factual question that should be reviewed under the substantial evidence standard. However, it also involves determining whether the omission of a particular analysis renders an EIR insufficient to serve CEQA's purpose as a meaningful, informational document. If a lead agency has not determined that a requested analysis is infeasible, it is the court's role to determine whether the EIR nevertheless meets CEQA's purposes, and courts should not defer to the lead agency's conclusions regarding the legal sufficiency of an EIR's analysis. The ultimate question of whether an EIR's analysis is "sufficient" to serve CEQA's informational purposes is predominately a question of law that courts should review de novo.

This brief will explain the rationale for these arguments and may assist the Court in reaching a conclusion that accords proper respect to a lead agency's factual conclusions while maintaining judicial authority over the ultimate question of what level of analysis CEQA requires.

#### **STATEMENT OF INTEREST OF *AMICUS CURIAE***

The SCAQMD is the regional agency primarily responsible for air pollution control in the South Coast Air Basin, which consists of all of Orange County and the non-desert portions of the Los Angeles, Riverside, and San Bernardino Counties. (Health & Saf. Code § 40410; Cal. Code Regs., tit. 17, § 60104.) The SCAQMD participates in the CEQA process in several ways. Sometimes it acts as a lead agency that prepares CEQA documents for projects. Other times it acts as a responsible agency when it has permit authority over some part of a project that is undergoing CEQA review by a different lead agency. Finally, SCAQMD also acts as a commenting agency for CEQA documents that it receives because it is a public agency with jurisdiction by law over natural resources affected by the project.

In all of these capacities, SCAQMD will be affected by the decision in this case. SCAQMD sometimes submits comments requesting that a lead agency perform an additional type of air quality or health impacts analysis. On the other hand, SCAQMD sometimes determines that a particular type of health impact analysis is not feasible or would not produce reliable and informative results. Thus, SCAQMD will be affected by the Court's resolution of the extent to which CEQA requires EIRs to correlate emissions and health impacts, and its resolution of the proper standard of review.

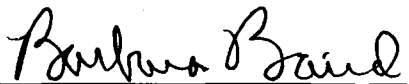
## **CERTIFICATION REGARDING AUTHORSHIP AND FUNDING**

No party or counsel in the pending case authored the proposed amicus curiae brief in whole or in part, or made any monetary contribution intended to fund the preparation or submission of the brief. No person or entity other than the proposed *Amicus Curiae* made any monetary contribution intended to fund the preparation or submission of the brief.

Respectfully submitted,

DATED: April 3, 2015

SOUTH COAST AIR QUALITY  
MANAGEMENT DISTRICT  
KURT R. WIESE, GENERAL COUNSEL  
BARBARA BAIRD, CHIEF DEPUTY COUNSEL

By:   
Barbara Baird

*Attorneys for [proposed] Amicus Curiae*  
*SOUTH COAST AIR QUALITY*  
*MANAGEMENT DISTRICT*



## BRIEF OF AMICUS CURIAE

### SUMMARY OF ARGUMENT

The South Coast Air Quality Management District (SCAQMD) submits that this Court should not try to establish a hard-and-fast rule concerning whether lead agencies are required to correlate emissions of air pollutants with specific health consequences in their environmental impact reports (EIR). The level of detail required in EIRs is governed by a few, core CEQA (California Environmental Quality Act) principles. As this Court has stated, “[a]n EIR must include detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project.” (*Laurel Heights Improvement Assn. v. Regents of the Univ of Cal.* (1988) 47 Cal.3d 376, 405 [“*Laurel Heights I*”]) Accordingly, “an agency must use its best efforts to find out and disclose all that it reasonably can.” (*Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 428 (quoting CEQA Guidelines § 15144)<sup>1</sup>). However, “[a]nalysis of environmental effects need not be exhaustive, but will be judged in light of what is reasonably feasible.” (*Association of Irrigated Residents v. County of Madera* (2003) 107 Cal.App.4th 1383, 1390; CEQA Guidelines §§ 15151, 15204(a).)

With regard to analysis of air quality related health impacts, EIRs must generally quantify a project’s pollutant emissions, but in some cases it is not feasible to correlate these emissions to specific, quantifiable health impacts (e.g., premature mortality; hospital admissions). In such cases, a general description of the adverse health impacts resulting from the pollutants at issue may be sufficient. In other cases, due to the magnitude

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<sup>1</sup> The CEQA Guidelines are found at Cal. Code Regs., tit. 14 §§ 15000, *et seq.*

or nature of the pollution emissions, as well as the specificity of the project involved, it may be feasible to quantify health impacts. Or there may be a less exacting, but still meaningful analysis of health impacts that can feasibly be performed. In these instances, agencies should disclose those impacts.

SCAQMD also submits that whether or not an EIR complies with CEQA's informational mandates by providing sufficient, feasible analysis is a mixed question of fact and law. Pertinent here, the question of whether an EIR's discussion of health impacts from air pollution is sufficient to allow the public to understand and consider meaningfully the issues involves two inquiries: (1) Is it feasible to provide the information or analysis that a commenter is requesting or a petitioner is arguing should be required?; and (2) Even if it is feasible, is the agency relying on other policy or legal considerations to justify not preparing the requested analysis? The first question of whether an analysis is feasible is primarily a question of fact that should be judged by the substantial evidence standard. The second inquiry involves evaluating CEQA's information disclosure purposes against the asserted reasons to not perform the requested analysis. For example, an agency might believe that its EIR meets CEQA's informational disclosure standards even without a particular analysis, and therefore choose not to conduct that analysis. SCAQMD submits that this is more of a legal question, which should be reviewed de novo as a question of law.

## **ARGUMENT**

### **I. RELEVANT FACTUAL AND LEGAL FRAMEWORK.**

#### **A. Air Quality Regulatory Background**

The South Coast Air Quality Management District (SCAQMD) is one of the local and regional air pollution control districts and air quality

management districts in California. The SCAQMD is the regional air pollution agency for the South Coast Air Basin, which consists of all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. (Health & Saf. Code § 40410, 17 Cal. Code Reg. § 60104.) The SCAQMD also includes the Coachella Valley in Riverside County (Palm Springs area to the Salton Sea). (SCAQMD, *Final 2012 AQMP* (Feb. 2013), <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan>; then follow “chapter 7” hyperlink; pp 7-1, 7-3 (last visited Apr. 1, 2015).) The SCAQMD's jurisdiction includes over 16 million residents and has the worst or nearly the worst air pollution levels in the country for ozone and fine particulate matter. (SCAQMD, *Final 2012 AQMP* (Feb. 2013), <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan>; then follow “Executive Summary” hyperlink p. ES-1 (last visited Apr. 1, 2015).)

Under California law, the local and regional districts are primarily responsible for controlling air pollution from all sources except motor vehicles. (Health & Saf. Code § 40000.) The California Air Resources Board (CARB), part of the California Environmental Protection Agency, is primarily responsible for controlling pollution from motor vehicles. (*Id.*) The air districts must adopt rules to achieve and maintain the state and federal ambient air quality standards within their jurisdictions. (Health & Saf. Code § 40001.)

The federal Clean Air Act (CAA) requires the United States Environmental Protection Agency (EPA) to identify pollutants that are widely distributed and pose a threat to human health, developing a so-called “criteria” document. (42 U.S.C. § 7408; CAA § 108.) These pollutants are frequently called “criteria pollutants.” EPA must then establish “national ambient air quality standards” at levels “requisite to protect public health”,

allowing “an adequate margin of safety.” (42 U.S.C. § 7409; CAA § 109.) EPA has set standards for six identified pollutants: ozone, nitrogen dioxide, sulfur dioxide, carbon monoxide, particulate matter (PM), and lead. (U.S. EPA, National Ambient Air Quality Standards (NAAQS), <http://www.epa.gov/air/criteria.html> (last updated Oct. 21, 2014).)<sup>2</sup>

Under the Clean Air Act, EPA sets emission standards for motor vehicles and “nonroad engines” (mobile farm and construction equipment, marine vessels, locomotives, aircraft, etc.). (42 U.S.C. §§ 7521, 7547; CAA §§ 202, 213.) California is the only state allowed to establish emission standards for motor vehicles and most nonroad sources; however, it may only do so with EPA's approval. (42 U.S.C. §§ 7543(b), 7543(e); CAA §§ 209(b), 209(c).) Sources such as manufacturing facilities, power plants and refineries that are not mobile are often referred to as “stationary sources.” The Clean Air Act charges state and local agencies with the primary responsibility to attain the national ambient air quality standards. (42 U.S.C. § 7401(a)(3); CAA § 101(a)(3).) Each state must adopt and implement a plan including enforceable measures to achieve and maintain the national ambient air quality standards. (42 U.S.C. § 7410; CAA § 110.) The SCAQMD and CARB jointly prepare portion of the plan for the South Coast Air Basin and submit it for approval by EPA. (Health & Saf. Code §§ 40460, et seq.)

The Clean Air Act also requires state and local agencies to adopt a permit program requiring, among other things, that new or modified “major” stationary sources use technology to achieve the “lowest achievable emission rate,” and to control minor stationary sources as

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<sup>2</sup> Particulate matter (PM) is further divided into two categories: fine particulate or PM<sub>2.5</sub> (particles with a diameter of less than or equal to 2.5 microns) and coarse particulate (PM<sub>10</sub>) (particles with a diameter of 10 microns or less). (U.S. EPA, Particulate Matter (PM), <http://www.epa.gov/airquality/particulatepollution/> (last visited Apr. 1, 2015).)

needed to help attain the standards. (42 U.S.C. §§ 7502(c)(5), 7503(a)(2), 7410(a)(2)(C); CAA §§ 172(c)(5), 173(a)(2), 110(a)(2)(C).) The air districts implement these permit programs in California. (Health & Saf. Code §§ 42300, et seq.)

The Clean Air Act also sets out a regulatory structure for over 100 so-called “hazardous air pollutants” calling for EPA to establish “maximum achievable control technology” (MACT) for sources of these pollutants. (42 U.S.C. § 7412(d)(2); CAA § 112(d)(2).) California refers to these pollutants as “toxic air contaminants” (TACs) which are subject to two state-required programs. The first program requires “air toxics control measures” for specific categories of sources. (Health & Saf. Code § 39666.) The other program requires larger stationary sources and sources identified by air districts to prepare “health risk assessments” for impacts of toxic air contaminants. (Health & Saf. Code §§ 44320(b), 44322, 44360.) If the health risk exceeds levels identified by the district as “significant,” the facility must implement a “risk reduction plan” to bring its risk levels below “significant” levels. Air districts may adopt additional more stringent requirements than those required by state law, including requirements for toxic air contaminants. (Health & Saf. Code § 41508; *Western Oil & Gas Assn. v. Monterey Bay Unified APCD* (1989) 49 Cal.3d 408, 414.) For example, SCAQMD has adopted a rule requiring new or modified sources to keep their risks below specified levels and use best available control technology (BACT) for toxics. (SCAQMD, *Rule 1401-New Source Review of Toxic Air Contaminants*, <http://www.aqmd.gov/home/regulations/rules/scaqmd-rule-book/regulation-xiv>; then follow “Rule 1401” hyperlink (last visited Apr. 1, 2015).)

## **B. The SCAQMD's Role Under CEQA**

The California Environmental Quality Act (CEQA) requires public agencies to perform an environmental review and appropriate analysis for projects that they implement or approve. (Pub. Resources Code § 21080(a).) The agency with primary approval authority for a particular project is generally the “lead agency” that prepares the appropriate CEQA document. (CEQA Guidelines §§ 15050, 15051.) Other agencies having a subsequent approval authority over all or part of a project are called “responsible” agencies that must determine whether the CEQA document is adequate for their use. (CEQA Guidelines §§ 15096(c), 15381.) Lead agencies must also consult with and circulate their environmental impact reports to “trustee agencies” and agencies “with jurisdiction by law” including “authority over resources which may be affected by the project.” (Pub. Resources Code §§ 21104(a), 21153; CEQA Guidelines §§ 15086(a)(3), 15073(c).) The SCAQMD has a role in all these aspects of CEQA.

Fulfilling its responsibilities to implement its air quality plan and adopt rules to attain the national ambient air quality standards, SCAQMD adopts a dozen or more rules each year to require pollution reductions from a wide variety of sources. The SCAQMD staff evaluates each rule for any adverse environmental impact and prepares the appropriate CEQA document. Although most rules reduce air emissions, they may have secondary environmental impacts such as use of water or energy or disposal of waste—e.g., spent catalyst from control equipment.<sup>3</sup>

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<sup>3</sup> The SCAQMD's CEQA program for its rules is a “Certified Regulatory Program” under which it prepares a “functionally equivalent” document in lieu of a negative declaration or EIR. (Pub. Resources Code § 21080.5, CEQA Guidelines § 15251(l).)

The SCAQMD also approves a large number of permits every year to construct new, modified, or replacement facilities that emit regulated air pollutants. The majority of these air pollutant sources have already been included in an earlier CEQA evaluation for a larger project, are currently being evaluated by a local government as lead agency, or qualify for an exemption. However, the SCAQMD sometimes acts as lead agency for major projects where the local government does not have a discretionary approval. In such cases, SCAQMD prepares and certifies a negative declaration or environmental impact report (EIR) as appropriate.<sup>4</sup> SCAQMD evaluates perhaps a dozen such permit projects under CEQA each year. SCAQMD is often also a “responsible agency” for many projects since it must issue a permit for part of the projects (e.g., a boiler used to provide heat in a commercial building). For permit projects evaluated by another lead agency under CEQA, SCAQMD has the right to determine that the CEQA document is inadequate for its purposes as a responsible agency, but it may not do so because its permit program already requires all permitted sources to use the best available air pollution control technology. (SCAQMD, *Rule 1303(a)(1) – Requirements*, <http://www.aqmd.gov/home/regulations/rules/scaqmd-rule-book/regulation-xiii>; then follow “Rule 1303” hyperlink (last visited Apr. 1, 2015).)

Finally, SCAQMD receives as many as 60 or more CEQA documents each month (around 500 per year) in its role as commenting agency or an agency with “jurisdiction by law” over air quality—a natural resource affected by the project. (Pub. Resources Code §§ 21104(a), 21153; CEQA Guidelines § 15366(a)(3).) The SCAQMD staff provides comments on as many as 25 or 30 such documents each month.

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<sup>4</sup> The SCAQMD's permit projects are not included in its Certified Regulatory Program, and are evaluated under the traditional local government CEQA analysis. (Pub. Resources Code §§ 21150-21154.)

(SCAQMD Governing Board Agenda, Apr. 3, 2015, Agenda Item 16, Attachment A, <http://www.aqmd.gov/home/library/meeting-agendas-minutes/agenda?title=governing-board-meeting-agenda-april-3-2015>; then follow “16. Lead Agency Projects and Environmental Documents Received by SCAQMD” hyperlink (last visited Apr. 1, 2015).) Of course, SCAQMD focuses its commenting efforts on the more significant projects.

Typically, SCAQMD comments on the adequacy of air quality analysis, appropriateness of assumptions and methodology, and completeness of the recommended air quality mitigation measures. Staff may comment on the need to prepare a health risk assessment detailing the projected cancer and noncancer risks from toxic air contaminants resulting from the project, particularly the impacts of diesel particulate matter, which CARB has identified as a toxic air contaminant based on its carcinogenic effects. (California Air Resources Board, Resolution 98-35, Aug. 27, 1998, <http://www.arb.ca.gov/regact/diesltac/diesltac.htm>; then follow Resolution 98-35 hyperlink (last visited Apr. 1, 2015).) Because SCAQMD already requires new or modified stationary sources of toxic air contaminants to use the best available control technology for toxics and to keep their risks below specified levels, (SCAQMD Rule 1401, *supra*, note 15), the greatest opportunity to further mitigate toxic impacts through the CEQA process is by reducing emissions—particularly diesel emissions—from vehicles.

**II. THIS COURT SHOULD NOT SET A HARD-AND-FAST RULE CONCERNING THE EXTENT TO WHICH AN EIR MUST CORRELATE A PROJECT’S EMISSION OF POLLUTANTS WITH RESULTING HEALTH IMPACTS.**

Numerous cases hold that courts do not review the correctness of an EIR's conclusions but rather its sufficiency as an informative document. (*Laurel Heights 1*, *supra*, 47 Cal.3d at p. 392; *Citizens of Goleta Valley v.*



*Bd. of Supervisors* (1990) 52 Cal.3d 553, 569; *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1197.)

As stated by the Court of Appeal in this case, where an EIR has addressed a topic, but the petitioner claims that the information provided about that topic is insufficient, courts must “draw[] a line that divides *sufficient* discussions from those that are *insufficient*.” (*Sierra Club v. County of Fresno* (2014) 226 Cal.App.4<sup>th</sup> 704 (superseded by grant of review) 172 Cal.Rptr.3d 271, 290.) The Court of Appeal readily admitted that “[t]he terms themselves – sufficient and insufficient – provide little, if any, guidance as to where the line should be drawn. They are simply labels applied once the court has completed its analysis.” (*Id.*)

The CEQA Guidelines, however, provide guidance regarding what constitutes a sufficient discussion of impacts. Section 15151 states that “the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible.” Case law reflects this: “Analysis of environmental effects need not be exhaustive, but will be judged in light of what was reasonably feasible.” (*Association of Irrigated Residents v. County of Madera, supra*, 107 Cal.App.4th at p. 1390; see also CEQA Guidelines § 15204(a).)

Applying this test, this Court cannot realistically establish a hard-and-fast rule that an analysis correlating air pollution impacts of a project to quantified resulting health impacts is always required, or indeed that it is never required. Simply put, in some cases such an analysis will be “feasible”; in some cases it will not.

For example, air pollution control districts often require a proposed new source of toxic air contaminants to prepare a “health risk assessment” before issuing a permit to construct. District rules often limit the allowable cancer risk the new source may cause to the “maximally exposed individual” (worker and residence exposures). (See, e.g., SCAQMD Rule 1401(c)(8); 1401(d)(1), *supra* note 15.) In order to perform this analysis, it

is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). (SCAQMD, *Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics "Hot Spots" Information and Assessment Act (AB2588)*, pp. 11-16; (last visited Apr. 1, 2015) [http://www.aqmd.gov/home/library/documents-support-material](http://www.aqmd.gov/home/library/documents-support-material;); "Guidelines" hyperlink; AB2588; then follow AB2588 Risk Assessment Guidelines hyperlink.)

Thus, it is feasible to determine the health risk posed by a new gas station locating at an intersection in a mixed use area, where receptor locations are known. On the other hand, it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk—it does not necessarily mean anyone will contract cancer as a result of the project.

In order to find the "cancer burden" or expected additional cases of cancer resulting from the project, it is also necessary to know the numbers and location of individuals living within the "zone of impact" of the project: i.e., those living in areas where the projected cancer risk from the project exceeds one in a million. (SCAQMD, Health Risk Assessment Summary form, <http://www.aqmd.gov/home/forms>; filter by "AB2588" category; then "Health Risk Assessment" hyperlink (last visited Apr. 1, 2015).) The affected population is divided into bands of those exposed to at least 1 in a million risk, those exposed to at least 10 in a million risk, etc. up to those exposed at the highest levels. (*Id.*) This data allows agencies to calculate an approximate number of additional cancer cases expected from

the project. However, it is not possible to predict which particular individuals will be affected.

For the so-called criteria pollutants<sup>5</sup>, such as ozone, it may be more difficult to quantify health impacts. Ozone is formed in the atmosphere from the chemical reaction of the nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC) in the presence of sunlight. (U.S. EPA, Ground Level Ozone, <http://www.epa.gov/airquality/ozonepollution/> (last updated Mar. 25, 2015).) It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. (U.S. EPA, *Guideline on Ozone Monitoring Site Selection* (Aug. 1998) EPA-454/R-98-002 § 5.1.2, <http://www.epa.gov/ttnamti1/archive/cpreldoc.html> (last visited Apr. 1, 2015).) NO<sub>x</sub> and VOC are known as “precursors” of ozone.

Scientifically, health effects from ozone are correlated with increases in the ambient level of ozone in the air a person breathes. (U.S. EPA, *Health Effects of Ozone in the General Population*, Figure 9, <http://www.epa.gov/apti/ozonehealth/population.html#levels> (last visited Apr. 1, 2015).) However, it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region. For example, the SCAQMD's 2012 AQMP showed that reducing NO<sub>x</sub> by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the SCAQMD's monitor site with the highest levels by only 9 parts per billion. (South Coast Air Quality Management District, *Final 2012 AQMP* (February 2013), <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan>; then follow “Appendix V: Modeling & Attainment Demonstrations” hyperlink,

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<sup>5</sup> See discussion of types of pollutants, *supra*, Part I.A.

pp. v-4-2, v-7-4, v-7-24.) SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by NO<sub>x</sub> or VOC emissions from relatively small projects.

On the other hand, this type of analysis may be feasible for projects on a regional scale with very high emissions of NO<sub>x</sub> and VOCs, where impacts are regional. For example, in 2011 the SCAQMD performed a health impact analysis in its CEQA document for proposed Rule 1315, which authorized various newly-permitted sources to use offsets from the districts “internal bank” of emission reductions. This CEQA analysis accounted for essentially *all* the increases in emissions due to new or modified sources in the District between 2010 and 2030.<sup>6</sup> The SCAQMD was able to correlate this very large emissions increase (e.g., 6,620 pounds per day NO<sub>x</sub> (1,208 tons per year), 89,180 pounds per day VOC (16,275 tons per year)) to expected health outcomes from ozone and particulate matter (e.g., 20 premature deaths per year and 89,947 school absences in the year 2030 due to ozone).<sup>7</sup> (SCAQMD Governing Board Agenda, February 4, 2011, Agenda Item 26, *Assessment for: Re-adoption of Proposed Rule 1315 – Federal New Source Review Tracking System* (see hyperlink in fn 6) at p. 4.1-35, Table 4.1-29.)

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<sup>6</sup> (SCAQMD Governing Board Agenda, February 4, 2011, Agenda Item 26, Attachment G, *Assessment for: Re-adoption of Proposed Rule 1315 – Federal New Source Review Tracking System, Vol. 1, p.4.0-6*, <http://www.aqmd.gov/home/library/meeting-agendas-minutes/agenda?title=governing-board-meeting-agenda-february-4-2011>; the follow “26. Adopt Proposed Rule 1315 – Federal New Source Review Tracking System” (last visited April 1, 2015).)

<sup>7</sup> The SCAQMD was able to establish the location of future NO<sub>x</sub> and VOC emissions by assuming that new projects would be built in the same locations and proportions as existing stationary sources. This CEQA document was upheld by the Los Angeles County Superior Court in *Natural Res. Def. Council v SCAQMD*, Los Angeles Superior Court No. BS110792).

However, a project emitting only 10 tons per year of NO<sub>x</sub> or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models that are currently used to determine ozone levels. Thus, in this case it would not be feasible to directly correlate project emissions of VOC or NO<sub>x</sub> with specific health impacts from ozone. This is in part because ozone formation is not linearly related to emissions. Ozone impacts vary depending on the location of the emissions, the location of other precursor emissions, meteorology and seasonal impacts, and because ozone is formed some time later and downwind from the actual emission. (EPA Guideline on Ozone Monitoring Site Selection (Aug. 1998) EPA-454/R-98-002, § 5.1.2; <https://www.epa.gov/ttnamti1/archive/cpreldoc.html>; then search “Guideline on Ozone Monitoring Site Selection” click on pdf) (last viewed Apr. 1, 2015).)

SCAQMD has set its CEQA “significance” threshold for NO<sub>x</sub> and VOC at 10 tons per year (expressed as 55 lb/day). (SCAQMD, *Air Quality Analysis Handbook*, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>; then follow “SCAQMD Air Quality Significance Thresholds” hyperlink (last visited Apr. 1, 2015).) This is because the federal Clean Air Act defines a “major” stationary source for “extreme” ozone nonattainment areas such as SCAQMD as one emitting 10 tons/year. (42 U.S.C. §§ 7511a(e), 7511a(f); CAA §§ 182(e), 182(f).) Under the Clean Air Act, such sources are subject to enhanced control requirements (42 U.S.C. §§ 7502(c)(5), 7503; CAA §§ 172(c)(5), 173), so SCAQMD decided this was an appropriate threshold for making a CEQA “significance” finding and requiring feasible mitigation. Essentially, SCAQMD takes the position that a source that emits 10 tons/year of NO<sub>x</sub> or VOC would contribute cumulatively to ozone formation. Therefore, lead agencies that use SCAQMD’s thresholds of significance may determine

that many projects have “significant” air quality impacts and must apply all feasible mitigation measures, yet will not be able to precisely correlate the project to quantifiable health impacts, unless the emissions are sufficiently high to use a regional modeling program.

In the case of particulate matter (PM<sub>2.5</sub>)<sup>8</sup>, another “criteria” pollutant, SCAQMD staff is aware of two possible methods of analysis. SCAQMD used regional modeling to predict expected health impacts from its proposed Rule 1315, as mentioned above. Also, the California Air Resources Board (CARB) has developed a methodology that can predict expected mortality (premature deaths) from large amounts of PM<sub>2.5</sub>. (California Air Resources Board, *Health Impacts Analysis: PM Premature Death Relationship*, [http://www.arb.ca.gov/research/health/pm-mort/pm-mort\\_arch.htm](http://www.arb.ca.gov/research/health/pm-mort/pm-mort_arch.htm) (last reviewed Jan. 19, 2012).) SCAQMD used the CARB methodology to predict impacts from three very large power plants (e.g., 731-1837 lbs/day). (Final Environmental Assessment for Rule 1315, *supra*, pp 4.0-12, 4.1-13, 4.1-37 (e.g., 125 premature deaths in the entire SCAQMD in 2030), 4.1-39 (0.05 to 1.77 annual premature deaths from power plants.) Again, this project involved large amounts of additional PM<sub>2.5</sub> in the District, up to 2.82 tons/day (5,650 lbs/day of PM<sub>2.5</sub>, or, or 1029 tons/year. (*Id.* at table 4.1-4, p. 4.1-10.)

However, the primary author of the CARB methodology has reported that this PM<sub>2.5</sub> health impact methodology is not suited for small projects and may yield unreliable results due to various uncertainties.<sup>9</sup> (SCAQMD, *Final Subsequent Mitigated Negative Declaration for: Warren*

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<sup>8</sup> SCAQMD has not attained the latest annual or 24-hour national ambient air quality standards for “PM<sub>2.5</sub>” or particulate matter less than 2.5 microns in diameter.

<sup>9</sup> Among these uncertainties are the representativeness of the population used in the methodology, and the specific source of PM and the corresponding health impacts. (*Id.* at p. 2-24.)

*E&P, Inc. WTU Central Facility, New Equipment Project* (certified July 19, 2011), <http://www.aqmd.gov/home/library/documents-support-material/lead-agency-permit-projects/permit-project-documents---year-2011>; then follow “Final Subsequent Mitigated Negative Declaration for Warren E&P Inc. WTU Central Facility, New Equipment Project” hyperlink, pp. 2-22, 2-23 (last visited Apr. 1, 2015).) Therefore, when SCAQMD prepared a CEQA document for the expansion of an existing oil production facility, with very small PM<sub>2.5</sub> increases (3.8 lb/day) and a very small affected population, staff elected not to use the CARB methodology for using estimated PM<sub>2.5</sub> emissions to derive a projected premature mortality number and explained why it would be inappropriate to do so. (*Id.* at pp 2-22 to 2-24.) SCAQMD staff concluded that use of this methodology for such a small source could result in unreliable findings and would not provide meaningful information. (*Id.* at pp. 2-23, 2-25.) This CEQA document was not challenged in court.

In the above case, while it may have been technically possible to plug the data into the methodology, the results would not have been reliable or meaningful. SCAQMD believes that an agency should not be required to perform analyses that do not produce reliable or meaningful results. This Court has already held that an agency may decline to use even the “normal” “existing conditions” CEQA baseline where to do so would be misleading or without informational value. (*Neighbors for Smart Rail v. Exposition Metro Line* (2013) 57 Cal.4th 439, 448, 457.) The same should be true for a decision that a particular study or analysis would not provide reliable or meaningful results.<sup>10</sup>

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<sup>10</sup> Whether a particular study would result in “informational value” is a part of deciding whether it is “feasible.” CEQA defines “feasible” as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and

Therefore, it is not possible to set a hard-and-fast rule on whether a correlation of air quality impacts with specific quantifiable health impacts is required in all cases. Instead, the result turns on whether such an analysis is reasonably feasible in the particular case.<sup>11</sup> Moreover, what is reasonably feasible may change over time as scientists and regulatory agencies continually seek to improve their ability to predict health impacts. For example, CARB staff has been directed by its Governing Board to reassess and improve the methodology for estimating premature deaths. (California Air Resources Board, *Health Impacts Analysis: PM Mortality Relationship*, <http://www.arb.ca.gov/research/health/pm-mort/pm-mort.htm> (last reviewed Dec. 29, 2010).) This factor also counsels against setting any hard-and-fast rule in this case.

### **III. THE QUESTION OF WHETHER AN EIR CONTAINS SUFFICIENT ANALYSIS TO MEET CEQA'S REQUIREMENTS IS A MIXED QUESTION OF FACT AND LAW GOVERNED BY TWO DIFFERENT STANDARDS OF REVIEW.**

#### **A. Standard of Review for Feasibility Determination and Sufficiency as an Informative Document**

A second issue in this case is whether courts should review an EIR's informational sufficiency under the "substantial evidence" test as argued by Friant Ranch or the "independent judgment" test as argued by Sierra Club.

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technological factors." (Pub. Resources Code § 21061.1.) A study cannot be "accomplished in a *successful* manner" if it produces unreliable or misleading results.

<sup>11</sup> In this case, the lead agency did not have an opportunity to determine whether the requested analysis was feasible because the comment was non-specific. Therefore, SCAQMD suggests that this Court, after resolving the legal issues in the case, direct the Court of Appeal to remand the case to the lead agency for a determination of whether the requested analysis is feasible. Because Fresno County, the lead agency, did not seek review in this Court, it seems likely that the County has concluded that at least some level of correlation of air pollution with health impacts is feasible.



As this Court has explained, “a reviewing court must adjust its scrutiny to the nature of the alleged defect, depending on whether the claim is predominantly one of improper procedure or a dispute over the facts.” (*Vineyard Area Citizens v. City of Rancho Cordova*, *supra*, 40 Cal.4th at 435.) For questions regarding compliance with proper procedure or other legal questions, courts review an agency’s action de novo under the “independent judgment” test. (*Id.*) On the other hand, courts review factual disputes only for substantial evidence, thereby “accord[ing] greater deference to the agency’s substantive factual conclusions.” (*Id.*)

Here, Friant Ranch and Sierra Club agree that the case involves the question of whether an EIR includes sufficient information regarding a project’s impacts. However, they disagree on the proper standard of review for answering this question: Sierra Club contends that courts use the independent judgment standard to determine whether an EIR’s analysis is sufficient to meet CEQA’s informational purposes,<sup>12</sup> while Friant Ranch contends that the substantial evidence standard applies to this question.

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<sup>12</sup> Sierra Club acknowledges that courts use the substantial evidence standard when reviewing predicate factual issues, but argues that courts ultimately decide as a matter of law what CEQA requires. (Answering Brief, pp. 14, 23.)

SCAQMD submits that the issue is more nuanced than either party contends. We submit that, whether a CEQA document includes sufficient analysis to satisfy CEQA's informational mandates is a mixed question of fact and law,<sup>13</sup> containing two levels of inquiry that should be judged by different standards.<sup>14</sup>

The state CEQA Guidelines set forth standards for the adequacy of environmental analysis. Guidelines Section 15151 states:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good-faith effort at full disclosure.

In this case, the basic question is whether the underlying analysis of air quality impacts made the EIR "sufficient" as an informative document. However, whether the EIR's analysis was sufficient is judged in light of what was reasonably feasible. This represents a mixed question of fact and law that is governed by two different standards of review.

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<sup>13</sup> Friant Ranch actually states that the claim that an EIR lacks sufficient relevant information is, "most properly thought of as raising mixed questions of fact and law." (Opening Brief, p. 27.) However, the remainder of its argument claims that the court should apply the substantial evidence standard of review to all aspects of the issue.

<sup>14</sup> Mixed questions of fact and law issues may implicate predominantly factual subordinate questions that are reviewed under the substantial evidence test even though the ultimate question may be reviewed by the independent judgment test. *Crocker National Bank v. City and County of San Francisco* (1989) 49 Cal.3d 881, 888-889.

SCAQMD submits that an EIR's sufficiency as an informational document is ultimately a legal question that courts should determine using their independent judgment. This Court's language in *Laurel Heights I* supports this position. As this Court explained: "The court does not pass upon the correctness of the EIR's environmental conclusions, but only upon its *sufficiency as an informative document*." (*Laurel Heights I, supra*, 47 Cal.3d at 392-393) (emphasis added.) As described above, the Court in *Vineyard Area Citizens v. City of Rancho Cordova, supra*, 40 Cal.4th at 431, also used its independent judgment to determine what level of analysis CEQA requires for water supply impacts. The Court did not defer to the lead agency's opinion regarding the law's requirements; rather, it determined for itself what level of analysis was necessary to meet "[t]he law's informational demands." (*Id.* at p. 432.) Further, existing case law also holds that where an agency fails to comply with CEQA's information disclosure requirements, the agency has "failed to proceed in the manner required by law." (*Save Our Peninsula Comm. v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 118.)

However, whether an EIR satisfies CEQA's requirements depends in part on whether it was reasonably feasible for an agency to conduct additional or more thorough analysis. EIRs must contain "a detailed statement" of a project's impacts (Pub. Res. Code § 21061), and an agency must "use its best efforts to find out and disclose all that it reasonably can." (CEQA Guidelines § 15144.) Nevertheless, "the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible." (CEQA Guidelines § 15151.)

SCAQMD submits that the question of whether additional analysis or a particular study suggested by a commenter is "feasible" is generally a question of fact. Courts have already held that whether a particular alternative is "feasible" is reviewed by the substantial evidence test.

(*Uphold Our Heritage v. Town of Woodside* (2007) 147 Cal.App.4th 587, 598-99; *Center for Biological Diversity v. County of San Bernardino* (2010) 185 Cal.App.4th 866, 883.) Thus, if a lead agency determines that a particular study or analysis is infeasible, that decision should generally be judged by the substantial evidence standard. However, SCAQMD urges this Court to hold that lead agencies must explain the basis of any determination that a particular analysis is infeasible in the EIR itself. An EIR must discuss information, including issues related to the feasibility of particular analyses “in sufficient detail to enable meaningful participation and criticism by the public. ‘[W]hatever is required to be considered in an EIR must be in that formal report; what any official might have known from other writings or oral presentations cannot supply what is lacking in the report.’” (*Laurel Heights I, supra*, 47 Cal.3d at p. 405 (quoting *Santiago County Water District v. County of Orange* (1981) 118 Cal.App.3d 818, 831) (discussing analysis of alternatives).) The evidence on which the determination is based should also be summarized in the EIR itself, with appropriate citations to reference materials if necessary. Otherwise commenting agencies such as SCAQMD would be forced to guess where the lead agency's evidence might be located, thus thwarting effective public participation.

Moreover, if a lead agency determines that a particular study or analysis would not result in reliable or useful information and for that reason is not feasible, that determination should be judged by the substantial evidence test. (See *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority, supra*, 57 Cal.4th 439, 448, 457:

whether “existing conditions” baseline would be misleading or uninformative judged by substantial evidence standard.<sup>15</sup>)

If the lead agency’s determination that a particular analysis or study is not feasible is supported by substantial evidence, then the agency has not violated CEQA’s information disclosure provisions, since it would be infeasible to provide additional information. This Court’s decisions provide precedent for such a result. For example, this Court determined that the issue of whether the EIR should have included a more detailed discussion of future herbicide use was resolved because substantial evidence supported the agency’s finding that “the precise parameters of future herbicide use could not be predicted.” *Ebbetts Pass Forest Watch v. California Dept. of Forestry & Fire Protection* (2008) 43 Cal.4th 936, 955.

Of course, SCAQMD expects that courts will continue to hold lead agencies to their obligations to consult with, and not to ignore or misrepresent, the views of sister agencies having special expertise in the area of air quality. (*Berkeley Keep Jets Over the Bay v. Board of Port Commissioners* (2007) 91 Cal.App.4<sup>th</sup> 1344, 1364 n.11.) In some cases, information provided by such expert agencies may establish that the purported evidence relied on by the lead agency is not in fact “substantial”. (*Id.* at pp. 1369-1371.)

In sum, courts retain ultimate responsibility to determine what CEQA requires. However, the law does not require exhaustive analysis, but only what is reasonably feasible. Agencies deserve deference for their factual determinations regarding what type of analysis is reasonably feasible. On the other hand, if a commenter requests more information, and the lead agency declines to provide it but does *not* determine that the

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<sup>15</sup> The substantial evidence standard recognizes that the courts "have neither the resources nor the scientific expertise" to weigh conflicting evidence on technical issues. (*Laurel Heights I, supra*, 47 Cal.3d 376, 393.)

requested study or analysis would be infeasible, misleading or uninformative, the question becomes whether the omission of that analysis renders the EIR inadequate to satisfy CEQA's informational purposes. (*Id.* at pp. 1370-71.) Again, this is predominantly a question of law and should be judged by the de novo or independent judgment standard of review. Of course, this Court has recognized that a "project opponent or reviewing court can always imagine some additional study or analysis that might provide helpful information. It is not for them to design the EIR. That further study...might be helpful does not make it necessary." (*Laurel Heights I, supra*, 47 Cal.3d 376, 415 – see also CEQA Guidelines § 15204(a) [CEQA "does not require a lead agency to conduct every test. . . recommended or demanded by commenters."].) Courts, then, must adjudicate whether an omission of particular information renders an EIR inadequate to serve CEQA's informational purposes.<sup>16</sup>

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<sup>16</sup> We recognize that there is case law stating that the substantial evidence standard applies to "challenges to the scope of an EIR's analysis of a topic" as well as the methodology used and the accuracy of the data relied on in the document "because these types of challenges involve factual questions." (*Bakersfield Citizens for Local Control v. City of Bakersfield, supra*, 124 Cal.App.4<sup>th</sup> 1184, 1198, and cases relied on therein.) However, we interpret this language to refer to situations where the question of the scope of the analysis really is factual—that is, where it involves whether further analysis is feasible, as discussed above. This interpretation is supported by the fact that the *Bakersfield* court expressly rejected an argument that a claimed "omission of information from the EIR should be treated as inquiries whether there is substantial evidence supporting the decision approving the project." *Bakersfield, supra*, 124 Cal.App.4<sup>th</sup> at p. 1208. And the *Bakersfield* court ultimately decided that the lead agency must analyze the connection between the identified air pollution impacts and resulting health impacts, even though the EIR already included some discussion of air-pollution-related respiratory illnesses. *Bakersfield, supra*, 124 Cal.App.4<sup>th</sup> at p. 1220. Therefore, the court must not have interpreted this question as one of the "scope of the analysis" to be judged by the substantial evidence standard.

**B. Friant Ranch's Rationale for Rejecting the Independent Judgment Standard of Review is Unsupported by Case Law.**

In its brief, Friant Ranch makes a distinction between cases where a required CEQA topic is not discussed at all (to be reviewed by independent judgment as a failure to proceed in the manner required by law) and cases where a topic is discussed, but the commenter claims the information provided is insufficient (to be judged by the substantial evidence test). (Opening Brief, pp. 13-17.) The Court of Appeal recognized these two types of cases, but concluded that both raised questions of law. (*Sierra Club v. County of Fresno* (2014) 226 Cal.App.4th 704 (superseded by grant of review) 172 Cal.Rptr.3d 271, 290.) We believe the distinction drawn by Friant Ranch is unduly narrow, and inconsistent with cases which have concluded that CEQA documents are insufficient. In many instances, CEQA's requirements are stated broadly, and the courts must interpret the law to determine what level of analysis satisfies CEQA's mandate for providing meaningful information, even though the EIR discusses the issue to some extent.

For example, the CEQA Guidelines require discussion of the existing environmental baseline. In *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 954-955, the lead agency had discussed the environmental baseline by describing historic month-end water levels in the affected lakes. However, the court held that this was not an adequate baseline discussion because it failed to discuss the timing and amounts of past actual water releases, to allow comparison with the proposed project. The court evidently applied the independent judgment test to its decision, even though the agency discussed the issue to some extent.

Likewise, in *Vineyard Area Citizens* (2007) 40 Cal.4th 412, this Court addressed the question of whether an EIR's analysis of water supply impacts complied with CEQA. The parties agreed that the EIR was required to analyze the effects of providing water to the development project, "and that in order to do so the EIR had, in some manner, to identify the planned sources of that water." (*Vineyard Area Citizens, supra*, at p. 428.) However, the parties disagreed as to the level of detail required for this analysis and "what level of uncertainty regarding the availability of water supplies can be tolerated in an EIR . . . ." (*Id.*) In other words, the EIR had analyzed water supply impacts for the project, but the petitioner claimed that the analysis was insufficient.

This Court noted that neither CEQA's statutory language or the CEQA Guidelines specifically addressed the question of how precisely an EIR must discuss water supply impacts. (*Id.*) However, it explained that CEQA "states that '[w]hile foreseeing the unforeseeable is not possible, an agency must use its best efforts to find out and disclose all that it reasonably can.'" (*Id.*, [Guidelines § 15144].) The Court used this general principle, along with prior precedent, to elucidate four "principles for analytical adequacy" that are necessary in order to satisfy "CEQA's informational purposes." (*Vineyard Area Citizens, supra*, at p. 430.) The Court did not defer to the agency's determination that the EIR's analysis of water supply impacts was sufficient. Rather, this Court used its independent judgment to determine for itself the level of analysis required to satisfy CEQA's fundamental purposes. (*Vineyard Area Citizens, supra*, at p. 441: an EIR does not serve its purposes where it neglects to explain likely sources of water and "... leaves long term water supply considerations to later stages of the project.")



Similarly, the CEQA Guidelines require an analysis of noise impacts of the project. (Appendix G, “Environmental Checklist Form.”<sup>17</sup>) In *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1123, the court held that the lead agency’s noise impact analysis was inadequate even though it had addressed the issue and concluded that the increase would not be noticeable. If the court had been using the substantial evidence standard, it likely would have upheld this discussion.

Therefore, we do not agree that the issue can be resolved on the basis suggested by Friant Ranch, which would apply the substantial evidence standard to *every* challenge to an analysis that addresses a required CEQA topic. This interpretation would subvert the courts’ proper role in interpreting CEQA and determining what the law requires.

Nor do we agree that the Court of Appeal in this case violated CEQA’s prohibition on courts interpreting its provisions “in a manner which imposes procedural or substantive requirements beyond those explicitly stated in this division or in the state guidelines.” (Pub. Resources Code § 21083.1.) CEQA requires an EIR to describe *all* significant impacts of the project on the environment. (Pub. Resources Code § 21100(b)(2); *Vineyard Area Citizens, supra*, at p. 428.) Human beings are part of the environment, so CEQA requires EIRs to discuss a project’s significant impacts on human health. However, except in certain particular circumstances,<sup>18</sup> neither the CEQA statute nor Guidelines specify the precise level of analysis that agencies must undertake to satisfy the law’s requirements. (see, e.g., CEQA Guidelines § 15126.2(a) [EIRs must describe “health and safety problems caused by {a project’s} physical changes”].) Accordingly, courts must interpret CEQA as a whole to

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<sup>17</sup> Association of Environmental Professionals, 2015 CEQA Statute and Guidelines (2015) p.287.

<sup>18</sup> E.g., Pub. Resources Code § 21151.8(C)(3)(B)(iii) (requiring specific type of health risk analysis for siting schools).

determine whether a particular EIR is sufficient as an informational document. A court determining whether an EIR's discussion of human health impacts is legally sufficient does not constitute imposing a new substantive requirement.<sup>19</sup> Under Friant Ranch's theory, the above-referenced cases holding a CEQA analysis inadequate would have violated the law. This is not a reasonable interpretation.

#### **IV. COURTS MUST SCRUPULOUSLY ENFORCE THE REQUIREMENTS THAT LEAD AGENCIES CONSULT WITH AND OBTAIN COMMENTS FROM AIR DISTRICTS**

Courts must "scrupulously enforce" CEQA's legislatively mandated requirements. (*Vineyard Area Citizens, supra*, 40 Cal.4<sup>th</sup> 412, 435.) Case law has firmly established that lead agencies must consult with the relevant air pollution control district before conducting an initial study, and must provide the districts with notice of the intention to adopt a negative declaration (or EIR). (*Schenck v. County of Sonoma* (2011) 198 Cal.App.4th 949, 958.) As *Schenck* held, neither publishing the notice nor providing it to the State Clearinghouse was a sufficient substitute for sending notice directly to the air district. (*Id.*) Rather, courts "must be satisfied that [administrative] agencies have fully complied with the procedural requirements of CEQA, since only in this way can the important public purposes of CEQA be protected from subversion." *Schenck*, 198 Cal.App.4th at p. 959 (citations omitted).<sup>20</sup>

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<sup>19</sup> We submit that Public Resources Code Section 21083.1 was intended to prevent courts from, for example, holding that an agency must analyze economic impacts of a project where there are no resulting environmental impacts (see CEQA Guidelines § 15131), or imposing new procedural requirements, such as imposing additional public notice requirements not set forth in CEQA or the Guidelines.

<sup>20</sup> Lead agencies must consult air districts, as public agencies with jurisdiction by law over resources affected by the project, *before* releasing an EIR. (Pub. Resources Code §§ 21104(a); 21153.) Moreover, air

Lead agencies should be aware, therefore, that failure to properly seek and consider input from the relevant air district constitutes legal error which may jeopardize their project approvals. For example, the court in *Fall River Wild Trout Foundation v. County of Shasta*, (1999) 70 Cal.App.4th 482, 492 held that the failure to give notice to a trustee agency (Department of Fish and Game) was prejudicial error requiring reversal. The court explained that the lack of notice prevented the Department from providing any response to the CEQA document. (*Id.* at p. 492.) It therefore prevented relevant information from being presented to the lead agency, which was prejudicial error because it precluded informed decision-making. (*Id.*)<sup>21</sup>

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districts should be considered “state agencies” for purposes of the requirement to consult with “trustee agencies” as set forth in Public Resources Code § 20180.3(a). This Court has long ago held that the districts are not mere “local agencies” whose regulations are superseded by those of a state agency regarding matters of statewide concern, but rather have concurrent jurisdiction over such issues. (*Orange County Air Pollution Control District v. Public Util. Com.* (1971) 4 Cal.3d 945, 951, 954.) Since air pollution is a matter of statewide concern, *Id.* at 952, air districts should be entitled to trustee agency status in order to ensure that this vital concern is adequately protected during the CEQA process.

<sup>21</sup> In *Schenck*, the court concluded that failure to give notice to the air district was not prejudicial, but this was partly because the trial court had already corrected the error before the case arrived at the Court of Appeal. The trial court issued a writ of mandate requiring the lead agency to give notice to the air district. The air district responded by concurring with the lead agency that air impacts were not significant. (*Schenck*, 198 Cal.App.4th 949, 960.) We disagree with the *Schenck* court that the failure to give notice to the air district would not have been prejudicial (even in the absence of the trial court writ) merely because the lead agency purported to follow the air district’s published CEQA guidelines for significance. (*Id.*, 198 Cal.App.4th at p. 960.) In the first place, absent notice to the air district, it is uncertain whether the lead agency properly followed those guidelines. Moreover, it is not realistic to expect that an air district’s published guidelines would necessarily fully address all possible air-quality related issues that can arise with a CEQA project, or that those

Similarly, lead agencies must obtain additional information requested by expert agencies, including those with jurisdiction by law, if that information is necessary to determine a project's impacts. (*Sierra Club v. State Bd. Of Forestry* (1994) 7 Cal.4th 1215, 1236-37.) Approving a project without obtaining that information constitutes a failure to proceed in the manner prescribed by CEQA. (*Id.* at p. 1236.)

Moreover, a lead agency can save significant time and money by consulting with the air district early in the process. For example, the lead agency can learn what the air district recommends as an appropriate analysis on the facts of its case, including what kinds of health impacts analysis may be available, and what models are appropriate for use. This saves the lead agency from the need to do its analysis all over again and possibly needing to recirculate the document after errors are corrected, if new significant impacts are identified. (CEQA Guidelines § 15088.5(a).) At the same time, the air district's expert input can help the lead agency properly determine whether another commenter's request for additional analysis or studies is reasonable or feasible. Finally, the air district can provide input on what mitigation measures would be feasible and effective.

Therefore, we suggest that this Court provide guidance to lead agencies reminding them of the importance of consulting with the relevant air districts regarding these issues. Otherwise, their feasibility decisions may be vulnerable to air district evidence that establishes that there is no substantial evidence to support the lead agency decision not to provide specific analysis. (*See Berkeley Keep Jets Over the Bay, supra*, 91 Cal.App.4th 1344, 1369-1371.)

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guidelines would necessarily be continually modified to reflect new developments. Therefore we believe that, had the trial court not already ordered the lead agency to obtain the air district's views, the failure to give notice would have been prejudicial, as in *Fall River, supra*, 70 Cal.App.4th 482, 492.

## CONCLUSION

The SCAQMD respectfully requests this Court *not* to establish a hard-and-fast rule concerning whether CEQA requires a lead agency to correlate identified air quality impacts of a project with resulting health outcomes. Moreover, the question of whether an EIR is “sufficient as an informational document” is a mixed question of fact and law containing two levels of inquiry. Whether a particular proposed analysis is feasible is predominantly a question of fact to be judged by the substantial evidence standard of review. Where the requested analysis is feasible, but the lead agency relies on legal or policy reasons not to provide it, the question of whether the EIR is nevertheless sufficient as an informational document is predominantly a question of law to be judged by the independent judgment standard of review.

DATED: April 3, 2015

Respectfully submitted,

SOUTH COAST AIR QUALITY  
MANAGEMENT DISTRICT  
KURT R. WIESE, GENERAL COUNSEL  
BARBARA BAIRD, CHIEF DEPUTY COUNSEL

By:   
Barbara Baird

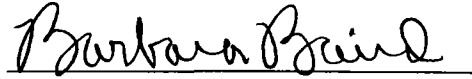
*Attorneys for Amicus Curiae*  
*SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT*

## **CERTIFICATE OF WORD COUNT**

Pursuant to Rule 8.520(c)(1) of the California Rules of Court, I hereby certify that this brief contains 8,476 words, including footnotes, but excluding the Application, Table of Contents, Table of Authorities, Certificate of Service, this Certificate of Word Count, and signature blocks. I have relied on the word count of the Microsoft Word Vista program used to prepare this Certificate.

DATED: April 3, 2015

Respectfully submitted,

  
Barbara Baird

## **PROOF OF SERVICE**

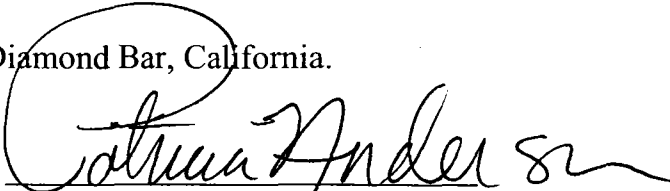
I am employed in the County of Los Angeles, California. I am over the age of 18 years and not a party to the within action. My business address is 21865 Copley Drive, Diamond Bar, California 91765.

On April 3, 2015 I served true copies of the following document(s) described as **APPLICATION OF THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT FOR LEAVE TO FILE BRIEF OF *AMICUS CURIAE* IN SUPPORT OF NEITHER PARTY AND *[PROPOSED]* BRIEF OF *AMICUS CURIAE*** by placing a true copy of the foregoing document(s) in a sealed envelope addressed as set forth on the attached service list as follows:

**BY MAIL:** I enclosed the document(s) in a sealed envelope or package addressed to the persons at the addresses listed in the Service List and placed the envelope for collection and mailing following our ordinary business practices. I am readily familiar with this District's practice for collection and processing of correspondence for mailing. Under that practice, the correspondence would be deposited with the United States Postal Service, with postage thereon fully prepaid at Diamond Bar, California, in the ordinary course of business. I am aware that on motion of the party served, service is presumed invalid if postal cancellation date or postage meter date is more than one day after date of deposit for mailing in affidavit.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on April 3, 2015 at Diamond Bar, California.

  
Patricia Anderson

## SERVICE LIST

James G. Moose, Tiffany K. Wright,  
Laura M. Harris  
REMY MOOSE MANLEY, LLP  
555 Capitol Mall, Suite 800  
Sacramento, CA 95814

Attorneys for Real Party in  
Interest and Respondent *Friant  
Ranch, L.P.*

Bryan N. Wagner  
WAGNER & WAGNER  
7110 N. Fresno St, Suite 340  
Fresno, CA 93720

Attorney for Real Party in Interest  
and Respondent *Friant Ranch,  
L.P.*

Sara Hedgpeth-Harris  
LAW OFFICE OF SARA  
HEDGPETH-HARRIS  
5445 E. Lane Avenue  
Fresno, CA 93727

Attorney for Plaintiffs and  
Appellants *Sierra Club, et al*

Daniel C. Cederborg  
Bruce B. Johnson, Jr.  
Zachary Stephen Redmond  
OFFICE OF THE FRESNO COUNTY  
COUNSEL  
2220 Tulare Street, Suite 500  
Fresno, CA 93721

Attorneys for Respondents  
*County of Fresno*

Clerk of the Court  
California Court of Appeal  
Fifth Appellate District  
2424 Ventura Street  
Fresno, CA 93721  
(via U.S. Mail & Electronic Transmission)

Clerk of the Court  
Superior Court of California  
County of Fresno  
1130 O Street  
Fresno, CA 93721



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# **Moreno Valley Business Park – Phase II**

## **MOBILE SOURCE HEALTH RISK ASSESSMENT**

### **CITY OF MORENO VALLEY**

PREPARED BY:

Haseeb Qureshi  
hqureshi@urbanxroads.com

Michael Tirohn  
mtirohn@urbanxroads.com

JANUARY 17, 2022



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## **LIST OF ABBREVIATED TERMS**

|         |                                                                                  |
|---------|----------------------------------------------------------------------------------|
| (1)     | Reference                                                                        |
| µg      | Microgram                                                                        |
| AERMOD  | American Meteorological Society/Environmental Protection Agency Regulatory Model |
| APS     | Auxiliary Power System                                                           |
| AQMD    | Air Quality Management District                                                  |
| ARB     | Air Resources Board                                                              |
| CEQA    | California Environmental Quality Act                                             |
| CPF     | Cancer Potency Factor                                                            |
| DPM     | Diesel Particulate Matter                                                        |
| EMFAC   | Emission Factor Model                                                            |
| EPA     | Environmental Protection Agency                                                  |
| HHD     | Heavy Heavy-Duty                                                                 |
| HI      | Hazard Index                                                                     |
| HRA     | Health Risk Assessment                                                           |
| LHD     | Light Heavy-Duty                                                                 |
| MATES   | Multiple Air Toxics Exposure Study                                               |
| MEIR    | Maximally Exposed Individual Receptor                                            |
| MEIW    | Maximally Exposed Individual Worker                                              |
| MHD     | Medium Heavy-Duty                                                                |
| NAD     | North American Datum                                                             |
| OEHHA   | Office of Environmental Health Hazard Assessment                                 |
| PM10    | Particulate Matter 10 microns in diameter or less                                |
| Project | Moreno Valley Business Park – Phase II                                           |
| REL     | Reference Exposure Level                                                         |
| RM      | Recommended Measures                                                             |
| SCAQMD  | South Coast Air Quality Management District                                      |
| SRA     | Source Receptor Area                                                             |
| TAC     | Toxic Air Contaminant                                                            |
| TA      | Traffic Analysis                                                                 |
| URF     | Unit Risk Factor                                                                 |
| UTM     | Universal Transverse Mercator                                                    |
| VMT     | Vehicle Miles Traveled                                                           |

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## EXECUTIVE SUMMARY

This report evaluates the potential health risk impacts associated with the development of the proposed Project. More specifically, health risk impacts as a result of exposure to Toxic Air Contaminants (TACs) including diesel particulate matter (DPM) as a result of Project construction activities, and heavy-duty diesel trucks accessing the site. This section summarizes the significance criteria and Project health risks.

The results of the health risk assessment from Project-generated DPM emissions are provided in Table ES-1, ES-2, and ES-3 below for the Project.

### CONSTRUCTION IMPACTS

The land use with the greatest potential exposure to Project construction DPM source emissions is Location “R4” which is located approximately 103 feet west of the Project site at an existing residence located at 12085 Heacock Street. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R4 is placed at the building façade. At the MEIR, the maximum incremental cancer risk attributable to Project construction DPM source emissions is estimated at 6.04 in one million, which is less than the SCAQMD’s significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.02, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. The nearest modeled receptors are illustrated on Exhibit 2-D.

### OPERATIONAL IMPACTS

#### Residential Exposure Scenario:

The residential land use with the greatest potential exposure to Project DPM source emissions is Location R4 which is located approximately 103 feet west of the Project site at an existing residence located at 12085 Heacock Street. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R4 is placed at the building façade. At the MEIR, the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.79 in one million, which is less than the SCAQMD’s significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance from the Project site and primary truck route than the MEIR analyzed herein, and TACs generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to nearby residences. The nearest modeled receptors are illustrated on Exhibit 2-D.



Worker Exposure Scenario<sup>1</sup>:

The worker receptor land use with the greatest potential exposure to Project DPM source emissions is Location “R6,” which represents the adjacent potential worker receptor approximately 5 feet east of the Project site. At the MEIW, the maximum incremental cancer risk impact is 0.36 in one million which is less than the SCAQMD’s threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyze herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent workers. The nearest modeled receptors are illustrated on Exhibit 2-D.

School Child Exposure Scenario:

There are no existing schools, and no schools are proposed, within one-quarter mile of the Project site. The school nearest the Project site is Midland Elementary School, which is located 0.5 miles north of the site. Accordingly, the Project would have no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Moreover, as substantiated in this analysis, at the MEIR evaluated herein (located only 103 feet from the Project site) health risk thresholds would not be exceed or even approached.

In this latter regard, proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on California Air Resources Board (CARB) and SCAQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center (1).

The 1,000-foot evaluation distance is supported by research-based findings concerning Toxic Air Contaminant (TAC) emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources.

The one-quarter mile radius or 1,320 feet geographic scope utilized for determining potential impacts to nearby schools is more robust than, and therefore provides a more health protective scenario for evaluation than the CARB 1,000-foot impact radius identified above.

---

1 SCAQMD guidance does not require assessment of the potential health risk to on-site workers. Excerpts from the document OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines—The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2003), also indicate that it is not necessary to examine the health effects to on-site workers unless required by RCRA (Resource Conservation and Recovery Act) / CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act) or the worker resides on-site.

**TABLE ES-1: SUMMARY OF CONSTRUCTION CANCER AND NON-CANCER RISKS**

| Time Period     | Location                           | Maximum Lifetime Cancer Risk (Risk per Million) | Significance Threshold (Risk per Million) | Exceeds Significance Threshold |
|-----------------|------------------------------------|-------------------------------------------------|-------------------------------------------|--------------------------------|
| 2 Year Exposure | Maximum Exposed Sensitive Receptor | 6.04                                            | 10                                        | NO                             |
| Time Period     | Location                           | Maximum Hazard Index                            | Significance Threshold                    | Exceeds Significance Threshold |
| Annual Average  | Maximum Exposed Sensitive Receptor | 0.02                                            | 1.0                                       | NO                             |

**TABLE ES-2: SUMMARY OF OPERATIONAL CANCER AND NON-CANCER RISKS**

| Time Period      | Location                           | Maximum Lifetime Cancer Risk (Risk per Million) | Significance Threshold (Risk per Million) | Exceeds Significance Threshold |
|------------------|------------------------------------|-------------------------------------------------|-------------------------------------------|--------------------------------|
| 30 Year Exposure | Maximum Exposed Sensitive Receptor | 0.79                                            | 10                                        | NO                             |
| 25 Year Exposure | Maximum Exposed Worker Receptor    | 0.36                                            | 10                                        | NO                             |
| Time Period      | Location                           | Maximum Hazard Index                            | Significance Threshold                    | Exceeds Significance Threshold |
| Annual Average   | Maximum Exposed Sensitive Receptor | ≤0.01                                           | 1.0                                       | NO                             |
| Annual Average   | Maximum Exposed Worker Receptor    | ≤0.01                                           | 1.0                                       | NO                             |

**TABLE ES-3: SUMMARY OF CONSTRUCTION AND OPERATIONAL CANCER AND NON-CANCER RISKS**

| Time Period      | Location                           | Maximum Lifetime Cancer Risk (Risk per Million) | Significance Threshold (Risk per Million) | Exceeds Significance Threshold |
|------------------|------------------------------------|-------------------------------------------------|-------------------------------------------|--------------------------------|
| 30 Year Exposure | Maximum Exposed Sensitive Receptor | 6.39                                            | 10                                        | NO                             |
| Time Period      | Location                           | Maximum Hazard Index                            | Significance Threshold                    | Exceeds Significance Threshold |
| Annual Average   | Maximum Exposed Sensitive Receptor | 0.02                                            | 1.0                                       | NO                             |

# 1 INTRODUCTION

The South Coast Air Quality Management District (SCAQMD) typically issues a comment letter on the Notice of Preparation of a CEQA Document. Per the SCAQMD's typical comment letter, if a proposed Project is expected to generate/attract diesel trucks, which emit diesel particulate matter (DPM) or other Toxic Air Contaminants (TACs), preparation of a HRA is necessary. This document serves to meet the SCAQMD's request for preparation of a HRA. This HRA has been prepared in accordance with the document Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (2) and is comprised of all relevant and appropriate procedures presented by the United States Environmental Protection Agency (U.S. EPA), California EPA and SCAQMD. Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of ten (10) persons per million as the maximum acceptable incremental cancer risk due to TAC exposure from a project such as the proposed Project. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulatively considerable impact.

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

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

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

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Non-carcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index less than one (1.0) means that adverse health effects are not expected. In this HRA, non-carcinogenic exposures of less than 1.0 are considered less-than-significant. Both the cancer risk and non-carcinogenic risk thresholds are applied to the nearest sensitive receptors below.

## **1.1 SITE LOCATION**

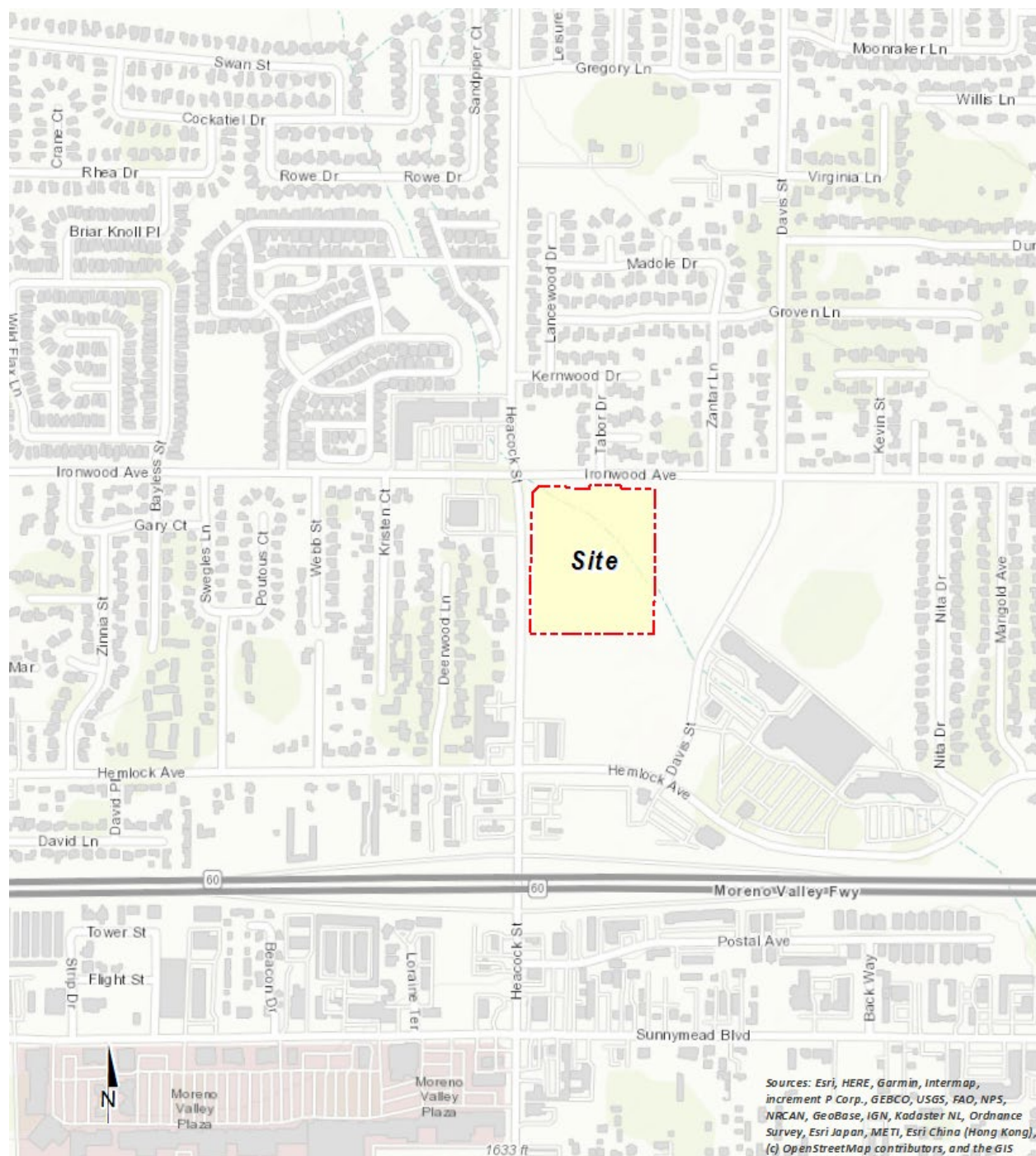
The proposed project is located north of State Route 60 (SR-60) at Heacock Street in the northwestern portion of the City of Moreno Valley, in western Riverside County. The Project considered herein comprises approximately 9.98 acres within Specific Plan No. 205, located immediately southeast of Ironwood Avenue at Heacock Street, as shown on Exhibit 1-A.

## **1.2 PROJECT DESCRIPTION**

The Project is proposed to consist of a single 220,390 sf industrial building (Building 5) which will be evaluated assuming 154,270 sf of warehousing use (70% of the overall sf), 33,060 sf of manufacturing use (15% of the overall sf), and 33,060 sf of high-cube cold storage warehouse use (15% of the overall sf) for a total of 220,390 sf of industrial uses. A preliminary site plan for the proposed Project is shown on Exhibit 1-B.

As summarized in the *Moreno Valley Business Park – Phase II Trip Generation and VMT Analysis* prepared by Urban Crossroads, Inc., the Project is expected to generate a total of approximately 498 vehicular trips-ends per day (actual vehicles) which includes 128 two-way truck trips per day (4). Note: Actual vehicle counts (rather than passenger car equivalent [PCE]) is employed in this analysis to accurately reflect emissions attributable to the quantity and category of each vehicle accessing the Project site.

## EXHIBIT 1-A: LOCATION MAP



## 8



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## 2 BACKGROUND

### 2.1 BACKGROUND ON RECOMMENDED METHODOLOGY

This HRA is based on SCAQMD guidelines to produce conservative estimates of human health risk posed by exposure to DPM. The conservative nature of this analysis is due primarily to the following factors:

- The ARB-adopted diesel exhaust Unit Risk Factor (URF) of 300 in one million per  $\mu\text{g}/\text{m}^3$  is based upon the upper 95 percentile of estimated risk for each of the epidemiological studies utilized to develop the URF. Using the 95<sup>th</sup> percentile URF represents a very conservative (health-protective) risk posed by DPM because it represents breathing rates that are high for the human body (95% higher than the average population).
- The emissions derived assume that every truck accessing the Project site will idle for 15 minutes under the unmitigated scenario, and this is an overestimation of actual idling times and thus conservative.<sup>2</sup> The California Air Resources Board (CARB's) anti-idling requirements impose a 5-minute maximum idling time and therefore the analysis conservatively overestimates DPM emissions from idling by a factor of 3.

### 2.2 CONSTRUCTION HEALTH RISK ASSESSMENT

#### 2.2.1 EMISSIONS CALCULATIONS

The emissions calculations for the construction HRA component are based on an assumed mix of construction equipment and hauling activity as presented in the *Moreno Valley Business Park – Phase II Air Quality Impact Analysis* ("technical study") prepared by Urban Crossroads, Inc. (5)

Construction related DPM emissions are expected to occur primarily as a function of heavy-duty construction equipment that would be operating on-site.

As discussed in the technical study, the Project would result in approximately 320 total working-days for construction activity. The construction duration by activity is shown on Table 2-1. A detailed summary of construction equipment assumptions by activity is provided at Table 2-2. The CalEEMod emissions outputs are presented in Appendix 2.1. The modeled emission sources for construction activity are illustrated on Exhibit 2-A.

<sup>2</sup> Although the Project is required to comply with ARB's idling limit of 5 minutes, staff at SCAQMD recommends that the on-site idling emissions should be estimated for 15 minutes of truck idling (personal communication, in person, with Jillian Wong, December 22, 2016), which would take into account on-site idling which occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc.

**TABLE 2-1: CONSTRUCTION DURATION**

| Activity              | Start Date | End Date   | Days |
|-----------------------|------------|------------|------|
| Site Preparation      | 08/01/2022 | 08/12/2022 | 10   |
| Grading               | 08/13/2022 | 09/09/2022 | 20   |
| Building Construction | 09/10/2022 | 07/28/2023 | 230  |
| Paving                | 07/03/2023 | 07/28/2023 | 20   |
| Architectural Coating | 06/05/2023 | 07/28/2023 | 40   |

**TABLE 2-2: CONSTRUCTION EQUIPMENT ASSUMPTIONS**

| Activity              | Equipment <sup>1</sup> | Amount | Hours Per Day |
|-----------------------|------------------------|--------|---------------|
| Site Preparation      | Crawler Tractors       | 4      | 8             |
|                       | Rubber Tired Dozers    | 3      | 8             |
| Grading               | Crawler Tractors       | 3      | 8             |
|                       | Excavators             | 1      | 8             |
|                       | Graders                | 1      | 8             |
|                       | Rubber Tired Dozers    | 1      | 8             |
| Building Construction | Cranes                 | 1      | 8             |
|                       | Crawler Tractors       | 3      | 8             |
|                       | Forklifts              | 3      | 8             |
|                       | Generator Sets         | 1      | 8             |
|                       | Welders                | 1      | 8             |
| Paving                | Pavers                 | 2      | 8             |
|                       | Paving Equipment       | 2      | 8             |
|                       | Rollers                | 2      | 8             |
| Architectural Coating | Air Compressors        | 1      | 8             |

**EXHIBIT 2-A: MODELED CONSTRUCTION EMISSION SOURCES**



**LEGEND:**



Construction Activity

## 2.3 OPERATIONAL HEALTH RISK ASSESSMENT

### 2.3.1 ON-SITE AND OFF-SITE TRUCK ACTIVITY

Vehicle DPM emissions were calculated using emission factors for particulate matter less than 10 $\mu$ m in diameter (PM<sub>10</sub>) generated with the 2017 version of the Emission FACTor model (EMFAC) developed by the CARB. EMFAC 2017 is a mathematical model that CARB developed to calculate emission rates from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the ARB to project changes in future emissions from on-road mobile sources (6). The most recent version of this model, EMFAC 2017, incorporates regional motor vehicle data, information and estimates regarding the distribution of vehicle miles traveled (VMT) by speed, and number of starts per day.

Several distinct emission processes are included in EMFAC 2017. Emission factors calculated using EMFAC 2017 are expressed in units of grams per vehicle miles traveled (g/VMT) or grams per idle-hour (g/idle-hr), depending on the emission process. The emission processes and corresponding emission factor units associated with diesel particulate exhaust for this Project are presented below.

For this Project, annual average PM<sub>10</sub> emission factors were generated by running EMFAC 2017 in EMFAC Mode for vehicles in the Riverside County jurisdiction. The EMFAC Mode generates emission factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of emission factors at specific values of temperature, relative humidity, and vehicle speed. The model was run for speeds traveled in the vicinity of the Project. The vehicle travel speeds for each segment modeled are summarized below.

- Idling – on-site loading/unloading and truck gate
- 5 miles per hour – on-site vehicle movement including driving and maneuvering
- 25 miles per hour – off-site vehicle movement including driving and maneuvering.

Calculated emission factors are shown at Table 2-3. As a conservative measure, a 2023 EMFAC 2017 run was conducted and a static 2023 emissions factor data set was used for the entire duration of analysis herein (e.g., 30 years). Use of 2023 emission factors would overstate potential impacts since this approach assumes that emission factors remain “static” and do not change over time due to fleet turnover or cleaner technology with lower emissions that would be incorporated into vehicles after 2023. Additionally, based on EMFAC 2017, Light-Heavy-Duty Trucks are comprised of 45.1% diesel, Medium-Heavy-Duty Trucks are comprised of 91.0% diesel, and Heavy-Heavy-Duty Trucks are comprised of 92.8% diesel. Trucks fueled by diesel are accounted for by these percentages accordingly in the emissions factor generation. Appendix 2.2 includes additional details on the emissions estimates from EMFAC.

The vehicle DPM exhaust emissions were calculated for running exhaust emissions. The running exhaust emissions were calculated by applying the running exhaust PM<sub>10</sub> emission factor (g/VMT) from EMFAC over the total distance traveled. The following equation was used to estimate off-site emissions for each of the different vehicle classes comprising the mobile sources (7):

$$\text{Emissions}_{\text{speedA}} \text{ (g/s)} = \text{EF}_{\text{RunExhaust}} \text{ (g/VMT)} * \text{Distance (VMT/trip)} * \text{Number of Trips (trips/day)} / \text{seconds per day}$$

Where:

$\text{Emissions}_{\text{speedA}}$  (g/s): Vehicle emissions at a given speed A;

$\text{EF}_{\text{RunExhaust}}$  (g/VMT): EMFAC running exhaust PM<sub>10</sub> emission factor at speed A;

Distance (VMT/trip): Total distance traveled per trip.

Similar to off-site traffic, on-site vehicle running emissions were calculated by applying the running exhaust PM<sub>10</sub> emission factor (g/VMT) from EMFAC and the total vehicle trip number over the length of the driving path using the same formula presented above for on-site emissions. In addition, on-site vehicle idling exhaust emissions were calculated by applying the idle exhaust PM<sub>10</sub> emission factor (g/idle-hr) from EMFAC and the total truck trip over the total assumed idle time (15 minutes). The following equation was used to estimate the on-site vehicle idling emissions for each of the different vehicle classes (7):

$$\text{Emissions}_{\text{idle}} \text{ (g/s)} = \text{EF}_{\text{idle}} \text{ (g/hr)} * \text{Number of Trips (trips/day)} * \text{Idling Time (min/trip)} * \frac{60 \text{ minutes}}{\text{per hour}} / \text{seconds per day}$$

Where:

$\text{Emissions}_{\text{idle}}$  (g/s): Vehicle emissions during idling;

$\text{EF}_{\text{idle}}$  (g/s): EMFAC idle exhaust PM<sub>10</sub> emission factor.

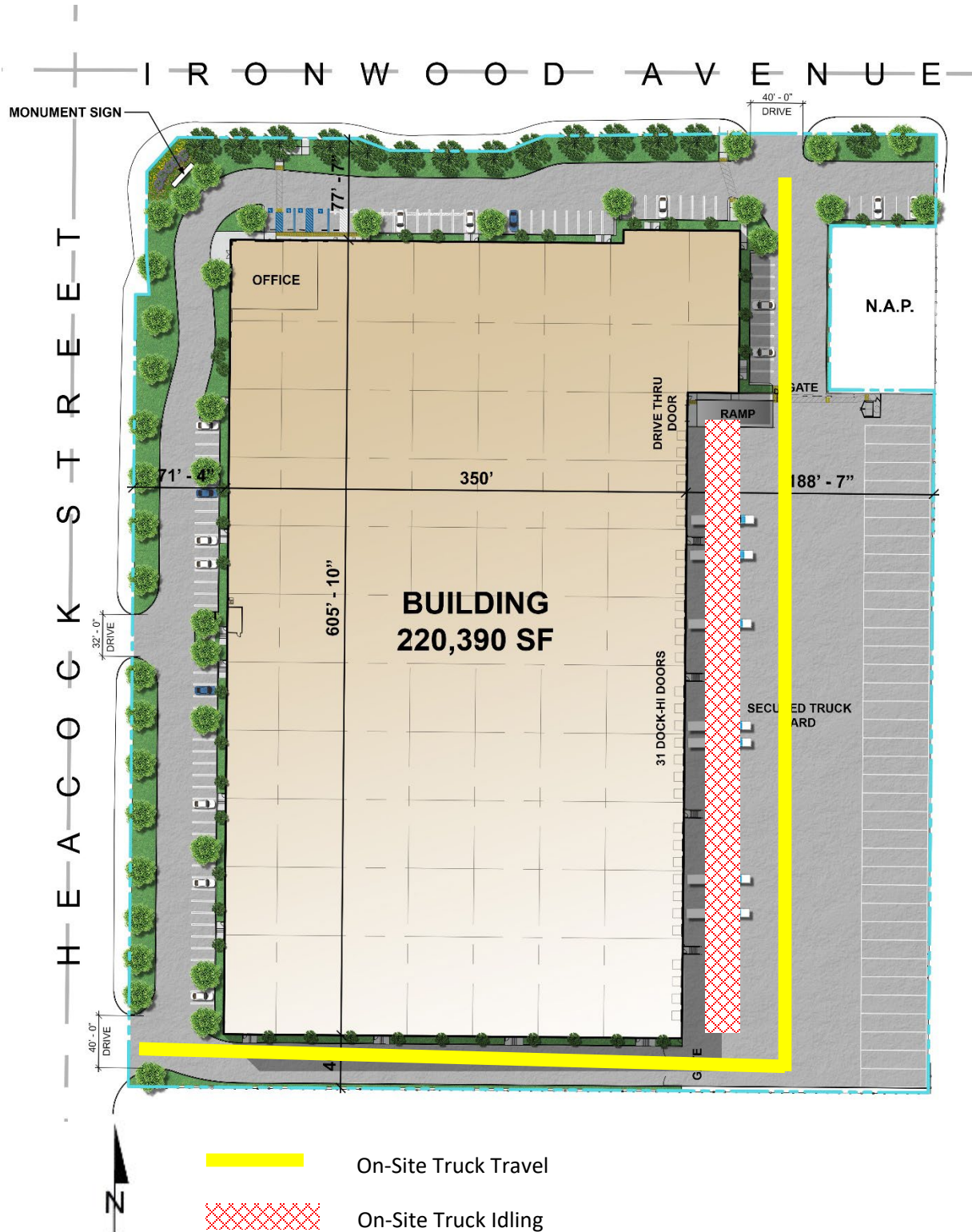
**TABLE 2-3: 2023 WEIGHTED AVERAGE DPM EMISSIONS FACTORS**

| Speed      | Weighted Average    |
|------------|---------------------|
| 0 (idling) | 0.10339 (g/idle-hr) |
| 5          | 0.01648 (g/s)       |
| 25         | 0.00738 (g/s)       |

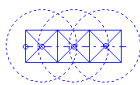
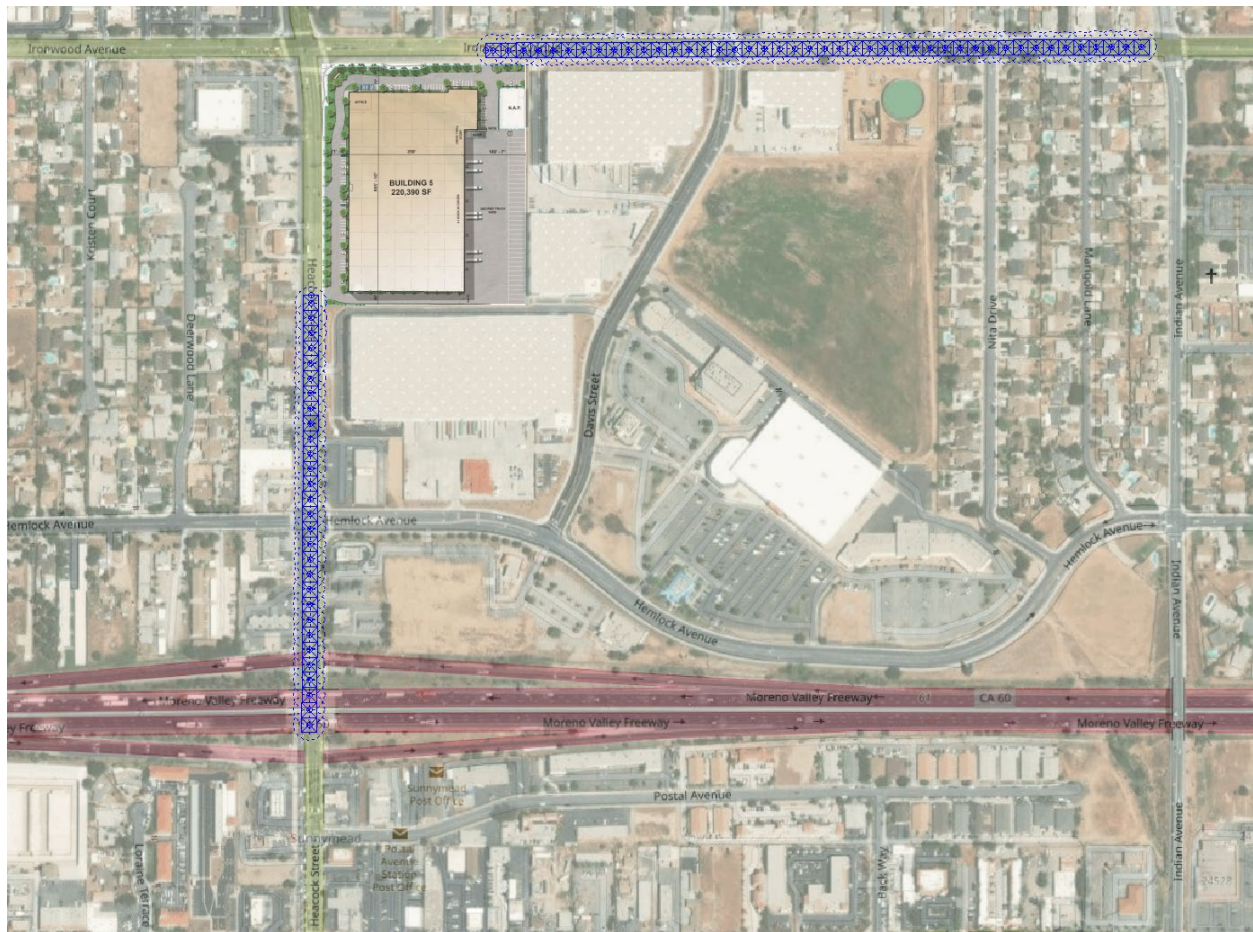
Each roadway was modeled as a line source (made up of multiple adjacent volume sources). Due to the large number of volume sources modeled for this analysis, the corresponding coordinates of each volume source have not been included in this report but are included in Appendix 2.3. The DPM emission rate for each volume source was calculated by multiplying the emission factor (based on the average travel speed along the roadway) by the number of trips and the distance traveled along each roadway segment and dividing the result by the number of volume sources along that roadway, as illustrated on Table 2-4. The modeled emission sources are illustrated on Exhibit 2-B for on-site sources and Exhibit 2-C for off-site sources. The modeling domain is limited to the Project's primary truck route and includes off-site sources in the study area for more than ¼ mile. This modeling domain is more inclusive and conservative than using only a ¼ mile modeling domain which is the distance supported by several reputable studies which conclude that the greatest potential risks occur within a ¼ mile of the primary source of emissions (1) (in the case of the Project, the primary source of emissions is the on-site idling and on-site travel).



EXHIBIT 2-B: MODELED ON-SITE EMISSION SOURCES



## EXHIBIT 2-C: MODELED OFF-SITE EMISSION SOURCES



Off-Site Truck Travel

**TABLE 2-4: DPM EMISSIONS FROM PROJECT TRUCKS (2023 ANALYSIS YEAR)**

| Truck Emission Rates                                                                                                                                                                                                                                                                                                                                                                                                                                           |                |                                 |                                                  |                                                       |                                                   |                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------------------|--------------------------------------------------|-------------------------------------------------------|---------------------------------------------------|--------------------------------------|
| Source                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Trucks Per Day | VMT <sup>a</sup><br>(miles/day) | Truck Emission Rate <sup>b</sup><br>(grams/mile) | Truck Emission Rate <sup>b</sup><br>(grams/idle-hour) | Daily Truck Emissions <sup>c</sup><br>(grams/day) | Modeled Emission Rates<br>(g/second) |
| On-Site Idling                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 64             |                                 |                                                  | 0.1034                                                | 2.35                                              | 2.724E-05                            |
| On-Site Travel                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 128            | 29.26                           | 0.0165                                           |                                                       | 0.55                                              | 6.320E-06                            |
| Off-Site Travel Ironwood Avenue 10% Inbound/Outbound                                                                                                                                                                                                                                                                                                                                                                                                           | 13             | 4.91                            | 0.0074                                           |                                                       | 0.04                                              | 4.446E-07                            |
| Off-Site Travel Heavock Street 90% Inbound/Outbound                                                                                                                                                                                                                                                                                                                                                                                                            | 115            | 29.33                           | 0.0074                                           |                                                       | 0.23                                              | 2.655E-06                            |
| <sup>a</sup> Vehicle miles traveled are for modeled truck route only.<br><sup>b</sup> Emission rates determined using EMFAC 2017. Idle emission rates are expressed in grams per idle hour rather than grams per mile.<br><sup>c</sup> This column includes the total truck travel and truck idle emissions. For idle emissions this column includes emissions based on the assumption that each truck idles for 15 minutes and each TRU idles for 30 minutes. |                |                                 |                                                  |                                                       |                                                   |                                      |



On-site truck idling was estimated to occur as trucks enter and travel through the Project site. Although the Project's diesel-fueled truck and equipment operators will be required by State law to comply with CARB's idling limit of 5 minutes, staff at SCAQMD recommends that the on-site idling emissions be calculated assuming 15 minutes of truck idling (8), which would take into account on-site idling which occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc. As such, this analysis calculates truck idling at 15 minutes, consistent with SCAQMD's recommendation.

As summarized in the *Moreno Valley Business Park – Phase II Vehicle Miles Traveled Analysis* prepared by Urban Crossroads, Inc., the Project is expected to generate a total of approximately 498 vehicular trips-ends per day (actual vehicles) which includes 128 two-way truck trips per day (4).

## 2.3 EXPOSURE QUANTIFICATION

The analysis herein has been conducted in accordance with the guidelines in the Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (2). SCAQMD recommends using the Environmental Protection Agency's (U.S. EPA's) AERMOD model. For purposes of this analysis, the Lakes AERMOD View (Version 10.2.1) was used to calculate annual average particulate concentrations associated with site operations. Lakes AERMOD View was utilized to incorporate the U.S. EPA's latest AERMOD Version 21112 (9).

The model offers additional flexibility by allowing the user to assign an initial release height and vertical dispersion parameters for mobile sources representative of a roadway. For this HRA, the roadways were modeled as adjacent volume sources. Roadways were modeled using the U.S. EPA's haul route methodology for modeling of on-site and off-site truck movement. More specifically, the Haul Road Volume Source Calculator in Lakes AERMOD View has been utilized to determine the release height parameters. Based on the US EPA methodology, the Project's modeled sources would result in a release height of 3.49 meters, and an initial lateral dimension of 4.0 meters, and an initial vertical dimension of 3.25 meters.

SCAQMD-recommended model parameters are presented in Table 2-5 (10). The model requires additional input parameters including emission data and local meteorology. Meteorological data from the SCAQMD's Perris monitoring station (SRA 24) was used to represent local weather conditions and prevailing winds (11).

**TABLE 2-5: AERMOD MODEL PARAMETERS**

|                                      |                                         |
|--------------------------------------|-----------------------------------------|
| Dispersion Coefficient (Urban/Rural) | Urban (Population 2,189,641)            |
| Terrain (Flat/Elevated)              | Elevated (Regulatory Default)           |
| Averaging Time                       | 1 year (5-year Meteorological Data Set) |
| Receptor Height                      | 0 meters (Regulatory Default)           |

Universal Transverse Mercator (UTM) coordinates for World Geodetic System (WGS) 84 were used to locate the Project site boundaries, each volume source location, and receptor locations in the Project site's vicinity. The AERMOD dispersion model summary output files for the

proposed Project are presented in Appendix 2.3. Modeled sensitive receptors were placed at residential and non-residential locations.

Receptors may be placed at applicable structure locations for residential and worker property and not necessarily the boundaries of the properties containing these uses because the human receptors (residents and workers) spend a majority of their time at the residence or in the workplace's building, and not on the property line. It should be noted that the primary purpose of receptor placement is focused on long-term exposure. For example, the HRA evaluates the potential health risks to residents and workers over a period of 30 or 25 years of exposure, respectively. Notwithstanding, as a conservative measure, receptors were placed at either the outdoor living area or the building façade, whichever is closer to the Project site.

For purposes of this HRA, receptors include both residential and non-residential (worker) land uses in the vicinity of the Project. These receptors are included in the HRA since residents and workers may be exposed at these locations over a long-term duration of 30 and 25 years, respectively. This methodology is consistent with SCAQMD and OEHHA recommended guidance.

Any impacts to residents or workers located further away from the Project site than the modeled residential and workers would have a lesser impact than what has already been disclosed in the HRA at the MEIR and MEIW because concentrations dissipate with distance.

Consistent with SCAQMD modeling guidance, all receptors were set to existing elevation height so that only ground-level concentrations are analyzed (12). United States Geological Survey (USGS) Digital Elevation Model (DEM) terrain data based on a 7.5-minute topographic quadrangle map series using AERMAP was utilized in the HRA modeling to set elevations.

Discrete variants for daily breathing rates, exposure frequency, and exposure duration were obtained from relevant distribution profiles presented in the 2015 OEHHA Guidelines. Tables 2-6 through 2-7 summarize the Exposure Parameters for Residents and Workers based on 2015 OEHHA Guidelines. Appendix 2.4 includes the detailed risk calculation.

**TABLE 2-6: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (CONSTRUCTION ACTIVITY)**

| Age    | Daily Breathing Rate (L/kg-day) | Age Specific Factor | Exposure Duration (years) | Fraction of Time at Home | Exposure Frequency (days/year) | Exposure Time (hours/day) |
|--------|---------------------------------|---------------------|---------------------------|--------------------------|--------------------------------|---------------------------|
| 0 to 2 | 1,090                           | 10                  | 2                         | 0.85                     | 345                            | 8                         |

**TABLE 2-7: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (30 YEAR RESIDENTIAL)**

| Age        | Daily Breathing Rate (L/kg-day) | Age Specific Factor | Exposure Duration (years) | Fraction of Time at Home | Exposure Frequency (days/year) | Exposure Time (hours/day) |
|------------|---------------------------------|---------------------|---------------------------|--------------------------|--------------------------------|---------------------------|
| -0.25 to 0 | 361                             | 10                  | 0.25                      | 0.85                     | 350                            | 24                        |
| 0 to 2     | 1,090                           | 10                  | 2                         | 0.85                     | 350                            | 24                        |

|          |     |   |    |      |     |    |
|----------|-----|---|----|------|-----|----|
| 2 to 16  | 572 | 3 | 14 | 0.72 | 350 | 24 |
| 16 to 30 | 261 | 1 | 14 | 0.73 | 350 | 24 |

**TABLE 2-8: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (25 YEAR WORKER)**

| Age      | Daily Breathing Rate (L/kg-day) | Age Specific Factor | Exposure Duration (years) | Exposure Frequency (days/year) | Exposure Time (hours/day) |
|----------|---------------------------------|---------------------|---------------------------|--------------------------------|---------------------------|
| 16 to 41 | 230                             | 1                   | 25                        | 250                            | 12                        |

## 2.4 CARCINOGENIC CHEMICAL RISK

The SCAQMD CEQA Air Quality Handbook (1993) states that emissions of toxic air contaminants (TACs) are considered significant if a HRA shows an increased risk of greater than 10 in one million. Based on guidance from the SCAQMD in the document Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (2), for purposes of this analysis, 10 in one million is used as the cancer risk threshold for the proposed Project.

Excess cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens over a specified exposure duration. The estimated risk is expressed as a unitless probability. The cancer risk attributed to a chemical is calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the chemical-specific cancer potency factor (CPF). A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

Guidance from CARB and the California Environmental Protection Agency, Office of Environmental Health Hazard Assessment (OEHHA) recommends a refinement to the standard point estimate approach when alternate human body weights and breathing rates are utilized to assess risk for susceptible subpopulations such as children. For the inhalation pathway, the procedure requires the incorporation of several discrete variates to effectively quantify dose. Once determined, contaminant dose is multiplied by the cancer potency factor (CPF) in units of inverse dose expressed in milligrams per kilogram per day (mg/kg/day)<sup>-1</sup> to derive the cancer risk estimate. Therefore, to assess exposures, the following dose algorithm was utilized.

$$\text{DOSE}_{\text{air}} = (\text{C}_{\text{air}} \times [\text{BR}/\text{BW}] \times A \times \text{EF}) \times (1 \times 10^{-6})$$

Where:

$\text{DOSE}_{\text{air}}$  = chronic daily intake (mg/kg/day)

$\text{C}_{\text{air}}$  = concentration of contaminant in air (ug/m<sup>3</sup>)

$[\text{BR}/\text{BW}]$  = daily breathing rate normalized to body weight (L/kg BW-day)

|                                                   |   |                                        |
|---------------------------------------------------|---|----------------------------------------|
| A                                                 | = | inhalation absorption factor           |
| EF                                                | = | exposure frequency (days/365 days)     |
| BW                                                | = | body weight (kg)                       |
| $1 \times 10^{-6}$                                | = | conversion factors (ug to mg, L to m3) |
| $RISK_{air} = DOSE_{air} \times CPF \times ED/AT$ |   |                                        |

Where:

|                     |   |                                             |
|---------------------|---|---------------------------------------------|
| DOSE <sub>air</sub> | = | chronic daily intake (mg/kg/day)            |
| CPF                 | = | cancer potency factor                       |
| ED                  | = | number of years within particular age group |
| AT                  | = | averaging time                              |

## 2.5 NON-CARCINOGENIC EXPOSURES

An evaluation of the potential noncarcinogenic effects of chronic exposures was also conducted. Adverse health effects are evaluated by comparing a compound's annual concentration with its toxicity factor or Reference Exposure Level (REL). The REL for diesel particulates was obtained from OEHHA for this analysis. The chronic reference exposure level (REL) for DPM was established by OEHHA as  $5 \mu\text{g}/\text{m}^3$  (OEHHA Toxicity Criteria Database, <http://www.oehha.org/risk/chemicaldb/index.asp>).

The non-cancer hazard index was calculated (consistent with SCAQMD methodology) as follows:

The relationship for the non-cancer health effects of DPM is given by the following equation:

$$HI_{DPM} = C_{DPM}/REL_{DPM}$$

Where:

|             |   |                                                                                                                   |
|-------------|---|-------------------------------------------------------------------------------------------------------------------|
| $HI_{DPM}$  | = | Hazard Index; an expression of the potential for non-cancer health effects.                                       |
| $C_{DPM}$   | = | Annual average DPM concentration ( $\mu\text{g}/\text{m}^3$ ).                                                    |
| $REL_{DPM}$ | = | Reference exposure level (REL) for DPM; the DPM concentration at which no adverse health effects are anticipated. |

For purposes of this analysis the hazard index for the respiratory endpoint totaled less than one for all receptors in the project vicinity, and thus is less than significant.

## 2.6 POTENTIAL PROJECT-RELATED DPM SOURCE CANCER AND NON-CANCER RISKS

### CONSTRUCTION IMPACTS

The land use with the greatest potential exposure to Project construction DPM source emissions is Location R4 which is located approximately 103 feet west of the Project site at an existing residence located at 12085 Heacock Street. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R4 is placed at the building façade. At the MEIR, the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 6.04 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.02, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity. All other receptors during construction activity would experience less risk than what is identified for this location. The nearest modeled receptors are illustrated on Exhibit 2-D.

### OPERATIONAL IMPACTS

#### Residential Exposure Scenario:

The residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R4 which is located approximately 103 feet west of the Project site at an existing residence located at 12085 Heacock Street. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R4 is placed at the building façade. At the MEIR, the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.79 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance from the Project site and primary truck route than the MEIR analyzed herein, and TACs generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to nearby residences. The nearest modeled receptors are illustrated on Exhibit 2-D.

#### Worker Exposure Scenario<sup>3</sup>:

The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions is Location R6, which represents the adjacent potential worker receptor approximately 5 feet east of the Project site. At the MEIW, the maximum incremental cancer risk impact is 0.36 in one million which is less than the SCAQMD's threshold of 10 in one million.

3 SCAQMD guidance does not require assessment of the potential health risk to on-site workers. Excerpts from the document OEHA Air Toxics Hot Spots Program Risk Assessment Guidelines—The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHA 2003), also indicate that it is not necessary to examine the health effects to on-site workers unless required by RCRA (Resource Conservation and Recovery Act) / CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act) or the worker resides on-site.

Maximum non-cancer risks at this same location were estimated to be  $<0.01$ , which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyze herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent workers. The nearest modeled receptors are illustrated on Exhibit 2-D.

*School Child Exposure Scenario:*

There are no existing schools, and no schools are proposed, within one-quarter mile of the Project site. The school nearest the Project site is Midland Elementary School, which is located 0.5 miles north of the site. Accordingly, the Project would have no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Moreover, as substantiated in this analysis, at the MEIR evaluated herein (located only 103 feet from the Project site) health risk thresholds would not be exceed or even approached.

In this latter regard, proximity to sources of toxics is critical to determining the impact. In traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on California Air Resources Board (CARB) and SCAQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center (1).

The 1,000-foot evaluation distance is supported by research-based findings concerning Toxic Air Contaminant (TAC) emission dispersion rates from roadways and large sources showing that emissions diminish substantially between 500 and 1,000 feet from emission sources.

The one-quarter mile radius or 1,320 feet geographic scope utilized for determining potential impacts to nearby schools is more robust than, and therefore provides a more health protective scenario for evaluation than the CARB 1,000-foot impact radius identified previously.

## EXHIBIT 2-D: RECEPTOR LOCATIONS



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### 3 REFERENCES

1. **Air Resources Board.** *Air Quality and Land Use Handbook: A Community Health Perspective.* 2005.
2. **South Coast Air Quality Management District.** Mobile Source Toxics Analysis. [Online] 2003. [http://www.aqmd.gov/ceqa/handbook/mobile\\_toxic/mobile\\_toxic.html](http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html).
3. **Goss, Tracy A and Kroeger, Amy.** White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution. [Online] South Coast Air Quality Management District, 2003. [Cited: June 6, 2019.] <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf?sfvrsn=2>.
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10. —. User's Guide for the AMS/EPA Regulatory Model (AERMOD). [Online] April 2018. [https://www3.epa.gov/ttn/scram/models/aermod/aermod\\_userguide.pdf](https://www3.epa.gov/ttn/scram/models/aermod/aermod_userguide.pdf).
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12. —. South Coast AQMD Modeling Guidance for AERMOD. [Online] [Cited: September 18, 2019.] <http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance>.

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## 4 CERTIFICATIONS

The contents of this health risk assessment represent an accurate depiction of the impacts to sensitive receptors associated with the proposed Moreno Valley Business Park – Phase II Project. The information contained in this health risk assessment report is based on the best available data at the time of preparation. If you have any questions, please contact me at (949) 660-1994.

Haseeb Qureshi  
Associate Principal  
URBAN CROSSROADS, INC.  
(949) 660-1994  
[hqureshi@urbanxroads.com](mailto:hqureshi@urbanxroads.com)

### 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

Environmental Site Assessment – American Society for Testing and Materials • June 2013  
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 – California Air Resources Board • August 2007  
AB2588 Regulatory Standards – Trinity Consultants • November 2006  
Air Dispersion Modeling – Lakes Environmental • June 2006

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## **APPENDIX 2.1:**

### **CALEEMOD OUTPUTS**

Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

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

### Moreno Valley Business Park - Phase II (Construction - Unmitigated)

Riverside-South Coast County, Summer

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses                        | Size   | Metric   | Lot Acreage | Floor Surface Area | Population |
|----------------------------------|--------|----------|-------------|--------------------|------------|
| Manufacturing                    | 33.06  | 1000sqft | 0.76        | 33,060.00          | 0          |
| Refrigerated Warehouse-No Rail   | 33.06  | 1000sqft | 0.76        | 33,060.00          | 0          |
| Unrefrigerated Warehouse-No Rail | 154.27 | 1000sqft | 3.54        | 154,270.00         | 0          |
| Other Asphalt Surfaces           | 173.37 | 1000sqft | 3.98        | 173,366.00         | 0          |
| Parking Lot                      | 134.00 | Space    | 0.94        | 41,076.00          | 0          |

### 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<br>(lb/MWhr) | 390.98                     | CH4 Intensity<br>(lb/MWhr) | 0.033 | N2O Intensity<br>(lb/MWhr) | 0.004 |

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

Project Characteristics -

Land Use - Total Project area is 9.98 acres

Construction Phase - Construction anticipated to begin August 2022 and end in July 2023

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 - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment -

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

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

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

Trips and VMT - Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Site Preparation, Grading, and Building Construction

Grading - This analysis conservatively assumes that the entire Project site (approximately 10 acres) can be disturbed per day

Architectural Coating - Rule 1113

Vehicle Trips - 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

| Table Name              | Column Name                | Default Value | New Value |
|-------------------------|----------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 100.00        | 50.00     |
| tblConstructionPhase    | NumDays                    | 20.00         | 40.00     |
| tblEnergyUse            | LightingElect              | 2.93          | 0.00      |
| tblEnergyUse            | LightingElect              | 0.35          | 0.00      |
| tblEnergyUse            | LightingElect              | 2.37          | 0.00      |
| tblEnergyUse            | LightingElect              | 1.17          | 0.00      |
| tblEnergyUse            | NT24E                      | 5.02          | 0.00      |
| tblEnergyUse            | NT24E                      | 36.52         | 0.00      |
| tblEnergyUse            | NT24E                      | 0.82          | 0.00      |
| tblEnergyUse            | NT24NG                     | 17.13         | 0.00      |
| tblEnergyUse            | NT24NG                     | 48.51         | 0.00      |
| tblEnergyUse            | NT24NG                     | 0.03          | 0.00      |
| tblEnergyUse            | T24E                       | 1.97          | 0.00      |
| tblEnergyUse            | T24E                       | 0.95          | 0.00      |
| tblEnergyUse            | T24E                       | 0.33          | 0.00      |
| tblEnergyUse            | T24NG                      | 15.20         | 0.00      |
| tblEnergyUse            | T24NG                      | 3.22          | 0.00      |
| tblEnergyUse            | T24NG                      | 1.98          | 0.00      |
| tblGrading              | AcresOfGrading             | 50.00         | 200.00    |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

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

|                     |                            |           |           |
|---------------------|----------------------------|-----------|-----------|
| tblGrading          | AcresOfGrading             | 35.00     | 100.00    |
| tblLandUse          | LandUseSquareFeet          | 53,600.00 | 41,076.00 |
| tblLandUse          | LotAcreage                 | 1.21      | 0.94      |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00      | 0.00      |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00      | 0.00      |
| 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   | 40.99     | 0.00      |
| tblSolidWaste       | SolidWasteGenerationRate   | 31.08     | 0.00      |
| tblSolidWaste       | SolidWasteGenerationRate   | 145.01    | 0.00      |
| tblTripsAndVMT      | VendorTripNumber           | 0.00      | 3.00      |
| tblTripsAndVMT      | VendorTripNumber           | 0.00      | 5.00      |
| tblTripsAndVMT      | VendorTripNumber           | 71.00     | 63.00     |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TTP                     | 28.00     | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TTP                    | 13.00     | 0.00      |
| tblVehicleTrips     | CNW_TTP                    | 41.00     | 0.00      |
| tblVehicleTrips     | CNW_TTP                    | 41.00     | 0.00      |



## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

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

|                 |                    |               |      |
|-----------------|--------------------|---------------|------|
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TTP             | 59.00         | 0.00 |
| tblVehicleTrips | CW_TTP             | 59.00         | 0.00 |
| tblVehicleTrips | CW_TTP             | 59.00         | 0.00 |
| tblVehicleTrips | DV_TP              | 5.00          | 0.00 |
| tblVehicleTrips | DV_TP              | 5.00          | 0.00 |
| tblVehicleTrips | DV_TP              | 5.00          | 0.00 |
| tblVehicleTrips | PB_TP              | 3.00          | 0.00 |
| tblVehicleTrips | PB_TP              | 3.00          | 0.00 |
| tblVehicleTrips | PB_TP              | 3.00          | 0.00 |
| tblVehicleTrips | PR_TP              | 92.00         | 0.00 |
| tblVehicleTrips | PR_TP              | 92.00         | 0.00 |
| tblVehicleTrips | PR_TP              | 92.00         | 0.00 |
| tblVehicleTrips | ST_TR              | 6.42          | 0.00 |
| tblVehicleTrips | ST_TR              | 2.12          | 0.00 |
| tblVehicleTrips | ST_TR              | 1.74          | 0.00 |
| tblVehicleTrips | SU_TR              | 5.09          | 0.00 |
| tblVehicleTrips | SU_TR              | 2.12          | 0.00 |
| tblVehicleTrips | SU_TR              | 1.74          | 0.00 |
| tblVehicleTrips | WD_TR              | 3.93          | 0.00 |
| tblVehicleTrips | WD_TR              | 2.12          | 0.00 |
| tblVehicleTrips | WD_TR              | 1.74          | 0.00 |
| tblWater        | IndoorWaterUseRate | 7,645,125.00  | 0.00 |
| tblWater        | IndoorWaterUseRate | 7,645,125.00  | 0.00 |
| tblWater        | IndoorWaterUseRate | 35,674,937.50 | 0.00 |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

|         | ROG     | NOx     | CO      | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2       | Total CO2       | CH4    | N2O    | CO2e            |
|---------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------------|--------|--------|-----------------|
| Year    | lb/day  |         |         |        |               |              |            |                |               |             | lb/day   |                 |                 |        |        |                 |
| 2022    | 4.5548  | 50.5852 | 25.8915 | 0.0731 | 28.8917       | 2.1618       | 31.0535    | 11.1347        | 1.9889        | 13.1236     | 0.0000   | 7,217.464<br>4  | 7,217.464<br>4  | 1.7896 | 0.2268 | 7,314.419<br>1  |
| 2023    | 51.5962 | 40.7222 | 43.8148 | 0.1039 | 3.0303        | 1.7517       | 4.7820     | 0.8128         | 1.6345        | 2.4473      | 0.0000   | 10,222.87<br>18 | 10,222.87<br>18 | 1.9125 | 0.2276 | 10,338.51<br>05 |
| Maximum | 51.5962 | 50.5852 | 43.8148 | 0.1039 | 28.8917       | 2.1618       | 31.0535    | 11.1347        | 1.9889        | 13.1236     | 0.0000   | 10,222.87<br>18 | 10,222.87<br>18 | 1.9125 | 0.2276 | 10,338.51<br>05 |

**Mitigated Construction**

|         | ROG     | NOx     | CO      | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2       | Total CO2       | CH4    | N2O    | CO2e            |
|---------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------------|--------|--------|-----------------|
| Year    | lb/day  |         |         |        |               |              |            |                |               |             | lb/day   |                 |                 |        |        |                 |
| 2022    | 4.5548  | 50.5852 | 25.8915 | 0.0731 | 11.4022       | 2.1618       | 13.5640    | 4.3784         | 1.9889        | 6.3673      | 0.0000   | 7,217.464<br>4  | 7,217.464<br>4  | 1.7896 | 0.2268 | 7,314.419<br>1  |
| 2023    | 51.5962 | 40.7222 | 43.8148 | 0.1039 | 3.0303        | 1.7517       | 4.7820     | 0.8128         | 1.6345        | 2.4473      | 0.0000   | 10,222.87<br>18 | 10,222.87<br>18 | 1.9125 | 0.2276 | 10,338.51<br>05 |
| Maximum | 51.5962 | 50.5852 | 43.8148 | 0.1039 | 11.4022       | 2.1618       | 13.5640    | 4.3784         | 1.9889        | 6.3673      | 0.0000   | 10,222.87<br>18 | 10,222.87<br>18 | 1.9125 | 0.2276 | 10,338.51<br>05 |

Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

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

|                   | ROG  | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4  | N2O  | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 54.79         | 0.00         | 48.80      | 56.55          | 0.00          | 43.39       | 0.00     | 0.00     | 0.00      | 0.00 | 0.00 | 0.00 |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.2 Overall Operational****Unmitigated Operational**

|              | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|---------------|---------------|
| Category     | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |               |               |
| Area         | 5.0207        | 4.9000e-004        | 0.0539        | 0.0000        |               | 1.9000e-004        | 1.9000e-004        |                | 1.9000e-004        | 1.9000e-004        |          | 0.1155        | 0.1155        | 3.0000e-004        |               | 0.1231        |
| 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        |
| 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        |
| <b>Total</b> | <b>5.0207</b> | <b>4.9000e-004</b> | <b>0.0539</b> | <b>0.0000</b> | <b>0.0000</b> | <b>1.9000e-004</b> | <b>1.9000e-004</b> | <b>0.0000</b>  | <b>1.9000e-004</b> | <b>1.9000e-004</b> |          | <b>0.1155</b> | <b>0.1155</b> | <b>3.0000e-004</b> | <b>0.0000</b> | <b>0.1231</b> |

**Mitigated Operational**

|              | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|---------------|---------------|
| Category     | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |               |               |
| Area         | 5.0207        | 4.9000e-004        | 0.0539        | 0.0000        |               | 1.9000e-004        | 1.9000e-004        |                | 1.9000e-004        | 1.9000e-004        |          | 0.1155        | 0.1155        | 3.0000e-004        |               | 0.1231        |
| 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        |
| 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        |
| <b>Total</b> | <b>5.0207</b> | <b>4.9000e-004</b> | <b>0.0539</b> | <b>0.0000</b> | <b>0.0000</b> | <b>1.9000e-004</b> | <b>1.9000e-004</b> | <b>0.0000</b>  | <b>1.9000e-004</b> | <b>1.9000e-004</b> |          | <b>0.1155</b> | <b>0.1155</b> | <b>3.0000e-004</b> | <b>0.0000</b> | <b>0.1231</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

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

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

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

| Phase Number | Phase Name            | Phase Type            | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1            | Site Preparation      | Site Preparation      | 8/1/2022   | 8/12/2022 | 5             | 10       |                   |
| 2            | Grading               | Grading               | 8/13/2022  | 9/9/2022  | 5             | 20       |                   |
| 3            | Building Construction | Building Construction | 9/10/2022  | 7/28/2023 | 5             | 230      |                   |
| 4            | Architectural Coating | Architectural Coating | 6/5/2023   | 7/28/2023 | 5             | 40       |                   |
| 5            | Paving                | Paving                | 7/3/2023   | 7/28/2023 | 5             | 20       |                   |

**Acres of Grading (Site Preparation Phase): 100****Acres of Grading (Grading Phase): 200****Acres of Paving: 4.92****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 330,585; Non-Residential Outdoor: 110,195; Striped Parking Area: 12,867 (Architectural Coating – sqft)****OffRoad Equipment**

| 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          | 3      | 8.00        | 212         | 0.43        |
| Grading          | Excavators                | 1      | 8.00        | 158         | 0.38        |
| Grading          | Graders                   | 1      | 8.00        | 187         | 0.41        |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

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

|                       |                           |   |      |     |      |
|-----------------------|---------------------------|---|------|-----|------|
| Grading               | Rubber Tired Dozers       | 1 | 8.00 | 247 | 0.40 |
| Grading               | Tractors/Loaders/Backhoes | 0 | 8.00 | 97  | 0.37 |
| Building Construction | Cranes                    | 1 | 8.00 | 231 | 0.29 |
| Building Construction | Crawler Tractors          | 3 | 8.00 | 212 | 0.43 |
| Building Construction | Forklifts                 | 3 | 8.00 | 89  | 0.20 |
| Building Construction | Generator Sets            | 1 | 8.00 | 84  | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 0 | 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**

| 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              | 3.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Grading               | 6                       | 15.00              | 5.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Building Construction | 9                       | 183.00             | 63.00              | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Paving                | 6                       | 15.00              | 0.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Architectural Coating | 1                       | 37.00              | 0.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |

**3.1 Mitigation Measures Construction**

## Water Exposed Area

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.2 Site Preparation - 2022****Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category      | lb/day        |                |                |               |                |               |                |                |               |                | lb/day   |                        |                        |               |     |                        |
| Fugitive Dust |               |                |                |               | 28.6713        | 0.0000        | 28.6713        | 11.0758        | 0.0000        | 11.0758        |          |                        | 0.0000                 |               |     | 0.0000                 |
| Off-Road      | 4.4790        | 50.4124        | 20.0053        | 0.0570        |                | 2.1590        | 2.1590         |                | 1.9862        | 1.9862         |          | 5,517.235<br>5         | 5,517.235<br>5         | 1.7844        |     | 5,561.845<br>1         |
| <b>Total</b>  | <b>4.4790</b> | <b>50.4124</b> | <b>20.0053</b> | <b>0.0570</b> | <b>28.6713</b> | <b>2.1590</b> | <b>30.8302</b> | <b>11.0758</b> | <b>1.9862</b> | <b>13.0620</b> |          | <b>5,517.235<br/>5</b> | <b>5,517.235<br/>5</b> | <b>1.7844</b> |     | <b>5,561.845<br/>1</b> |

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|---------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |               |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000        | 0.0000          |
| Vendor       | 4.8800e-003   | 0.1269        | 0.0441        | 5.5000e-004        | 0.0192        | 1.8300e-003        | 0.0210        | 5.5300e-003    | 1.7500e-003        | 7.2800e-003   |          | 57.8836         | 57.8836         | 6.1000e-004        | 8.5800e-003   | 60.4569         |
| Worker       | 0.0709        | 0.0460        | 0.7176        | 1.8300e-003        | 0.2012        | 1.0000e-003        | 0.2022        | 0.0534         | 9.2000e-004        | 0.0543        |          | 186.0370        | 186.0370        | 4.6100e-003        | 4.5800e-003   | 187.5158        |
| <b>Total</b> | <b>0.0758</b> | <b>0.1728</b> | <b>0.7617</b> | <b>2.3800e-003</b> | <b>0.2204</b> | <b>2.8300e-003</b> | <b>0.2232</b> | <b>0.0589</b>  | <b>2.6700e-003</b> | <b>0.0616</b> |          | <b>243.9206</b> | <b>243.9206</b> | <b>5.2200e-003</b> | <b>0.0132</b> | <b>247.9727</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.2 Site Preparation - 2022****Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------------------------|
| Category      | lb/day        |                |                |               |                |               |                |                |               |               | lb/day        |                        |                        |               |     |                        |
| Fugitive Dust |               |                |                |               | 11.1818        | 0.0000        | 11.1818        | 4.3196         | 0.0000        | 4.3196        |               |                        | 0.0000                 |               |     | 0.0000                 |
| Off-Road      | 4.4790        | 50.4124        | 20.0053        | 0.0570        |                | 2.1590        | 2.1590         |                | 1.9862        | 1.9862        | 0.0000        | 5,517.235<br>5         | 5,517.235<br>5         | 1.7844        |     | 5,561.845<br>1         |
| <b>Total</b>  | <b>4.4790</b> | <b>50.4124</b> | <b>20.0053</b> | <b>0.0570</b> | <b>11.1818</b> | <b>2.1590</b> | <b>13.3407</b> | <b>4.3196</b>  | <b>1.9862</b> | <b>6.3058</b> | <b>0.0000</b> | <b>5,517.235<br/>5</b> | <b>5,517.235<br/>5</b> | <b>1.7844</b> |     | <b>5,561.845<br/>1</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|---------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |               |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000        | 0.0000          |
| Vendor       | 4.8800e-003   | 0.1269        | 0.0441        | 5.5000e-004        | 0.0192        | 1.8300e-003        | 0.0210        | 5.5300e-003    | 1.7500e-003        | 7.2800e-003   |          | 57.8836         | 57.8836         | 6.1000e-004        | 8.5800e-003   | 60.4569         |
| Worker       | 0.0709        | 0.0460        | 0.7176        | 1.8300e-003        | 0.2012        | 1.0000e-003        | 0.2022        | 0.0534         | 9.2000e-004        | 0.0543        |          | 186.0370        | 186.0370        | 4.6100e-003        | 4.5800e-003   | 187.5158        |
| <b>Total</b> | <b>0.0758</b> | <b>0.1728</b> | <b>0.7617</b> | <b>2.3800e-003</b> | <b>0.2204</b> | <b>2.8300e-003</b> | <b>0.2232</b> | <b>0.0589</b>  | <b>2.6700e-003</b> | <b>0.0616</b> |          | <b>243.9206</b> | <b>243.9206</b> | <b>5.2200e-003</b> | <b>0.0132</b> | <b>247.9727</b> |



## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.3 Grading - 2022****Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category      | lb/day        |                |                |               |                |               |                |                |               |               | lb/day   |                        |                        |               |     |                        |
| Fugitive Dust |               |                |                |               | 16.6271        | 0.0000        | 16.6271        | 4.4553         | 0.0000        | 4.4553        |          |                        | 0.0000                 |               |     | 0.0000                 |
| Off-Road      | 2.9303        | 33.8518        | 15.5033        | 0.0438        |                | 1.3506        | 1.3506         |                | 1.2426        | 1.2426        |          | 4,245.426<br>6         | 4,245.426<br>6         | 1.3731        |     | 4,279.753<br>1         |
| <b>Total</b>  | <b>2.9303</b> | <b>33.8518</b> | <b>15.5033</b> | <b>0.0438</b> | <b>16.6271</b> | <b>1.3506</b> | <b>17.9777</b> | <b>4.4553</b>  | <b>1.2426</b> | <b>5.6979</b> |          | <b>4,245.426<br/>6</b> | <b>4,245.426<br/>6</b> | <b>1.3731</b> |     | <b>4,279.753<br/>1</b> |

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|---------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |               |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000        | 0.0000          |
| Vendor       | 8.1400e-003   | 0.2114        | 0.0735        | 9.1000e-004        | 0.0320        | 3.0500e-003        | 0.0351        | 9.2200e-003    | 2.9200e-003        | 0.0121        |          | 96.4727         | 96.4727         | 1.0200e-003        | 0.0143        | 100.7615        |
| Worker       | 0.0591        | 0.0383        | 0.5980        | 1.5200e-003        | 0.1677        | 8.4000e-004        | 0.1685        | 0.0445         | 7.7000e-004        | 0.0452        |          | 155.0309        | 155.0309        | 3.8400e-003        | 3.8100e-003   | 156.2632        |
| <b>Total</b> | <b>0.0673</b> | <b>0.2497</b> | <b>0.6715</b> | <b>2.4300e-003</b> | <b>0.1997</b> | <b>3.8900e-003</b> | <b>0.2036</b> | <b>0.0537</b>  | <b>3.6900e-003</b> | <b>0.0574</b> |          | <b>251.5035</b> | <b>251.5035</b> | <b>4.8600e-003</b> | <b>0.0181</b> | <b>257.0247</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.3 Grading - 2022****Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------------------------|
| Category      | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                        |                        |               |     |                        |
| Fugitive Dust |               |                |                |               | 6.4846        | 0.0000        | 6.4846        | 1.7376         | 0.0000        | 1.7376        |               |                        | 0.0000                 |               |     | 0.0000                 |
| Off-Road      | 2.9303        | 33.8518        | 15.5033        | 0.0438        |               | 1.3506        | 1.3506        |                | 1.2426        | 1.2426        | 0.0000        | 4,245.426<br>6         | 4,245.426<br>6         | 1.3731        |     | 4,279.753<br>0         |
| <b>Total</b>  | <b>2.9303</b> | <b>33.8518</b> | <b>15.5033</b> | <b>0.0438</b> | <b>6.4846</b> | <b>1.3506</b> | <b>7.8352</b> | <b>1.7376</b>  | <b>1.2426</b> | <b>2.9801</b> | <b>0.0000</b> | <b>4,245.426<br/>6</b> | <b>4,245.426<br/>6</b> | <b>1.3731</b> |     | <b>4,279.753<br/>0</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|---------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |               |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000        | 0.0000          |
| Vendor       | 8.1400e-003   | 0.2114        | 0.0735        | 9.1000e-004        | 0.0320        | 3.0500e-003        | 0.0351        | 9.2200e-003    | 2.9200e-003        | 0.0121        |          | 96.4727         | 96.4727         | 1.0200e-003        | 0.0143        | 100.7615        |
| Worker       | 0.0591        | 0.0383        | 0.5980        | 1.5200e-003        | 0.1677        | 8.4000e-004        | 0.1685        | 0.0445         | 7.7000e-004        | 0.0452        |          | 155.0309        | 155.0309        | 3.8400e-003        | 3.8100e-003   | 156.2632        |
| <b>Total</b> | <b>0.0673</b> | <b>0.2497</b> | <b>0.6715</b> | <b>2.4300e-003</b> | <b>0.1997</b> | <b>3.8900e-003</b> | <b>0.2036</b> | <b>0.0537</b>  | <b>3.6900e-003</b> | <b>0.0574</b> |          | <b>251.5035</b> | <b>251.5035</b> | <b>4.8600e-003</b> | <b>0.0181</b> | <b>257.0247</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.4 Building Construction - 2022****Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Off-Road     | 2.7963        | 29.7637        | 17.6698        | 0.0430        |               | 1.2743        | 1.2743        |                | 1.1892        | 1.1892        |          | 4,110.532<br>2         | 4,110.532<br>2         | 1.1153        |     | 4,138.413<br>5         |
| <b>Total</b> | <b>2.7963</b> | <b>29.7637</b> | <b>17.6698</b> | <b>0.0430</b> |               | <b>1.2743</b> | <b>1.2743</b> |                | <b>1.1892</b> | <b>1.1892</b> |          | <b>4,110.532<br/>2</b> | <b>4,110.532<br/>2</b> | <b>1.1153</b> |     | <b>4,138.413<br/>5</b> |

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O           | CO2e                   |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|---------------|------------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                        |                        |               |               |                        |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 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       | 0.1025        | 2.6640        | 0.9263        | 0.0115        | 0.4035        | 0.0384        | 0.4419        | 0.1162         | 0.0368        | 0.1529        |          | 1,215.555<br>6         | 1,215.555<br>6         | 0.0129        | 0.1803        | 1,269.595<br>2         |
| Worker       | 0.7212        | 0.4674        | 7.2954        | 0.0186        | 2.0455        | 0.0102        | 2.0557        | 0.5425         | 9.3900e-003   | 0.5519        |          | 1,891.376<br>6         | 1,891.376<br>6         | 0.0469        | 0.0465        | 1,906.410<br>5         |
| <b>Total</b> | <b>0.8237</b> | <b>3.1314</b> | <b>8.2217</b> | <b>0.0301</b> | <b>2.4490</b> | <b>0.0486</b> | <b>2.4976</b> | <b>0.6587</b>  | <b>0.0461</b> | <b>0.7048</b> |          | <b>3,106.932<br/>2</b> | <b>3,106.932<br/>2</b> | <b>0.0597</b> | <b>0.2268</b> | <b>3,176.005<br/>7</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.4 Building Construction - 2022****Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                        |                        |               |     |                        |
| Off-Road     | 2.7963        | 29.7637        | 17.6698        | 0.0430        |               | 1.2743        | 1.2743        |                | 1.1892        | 1.1892        | 0.0000        | 4,110.532<br>2         | 4,110.532<br>2         | 1.1153        |     | 4,138.413<br>5         |
| <b>Total</b> | <b>2.7963</b> | <b>29.7637</b> | <b>17.6698</b> | <b>0.0430</b> |               | <b>1.2743</b> | <b>1.2743</b> |                | <b>1.1892</b> | <b>1.1892</b> | <b>0.0000</b> | <b>4,110.532<br/>2</b> | <b>4,110.532<br/>2</b> | <b>1.1153</b> |     | <b>4,138.413<br/>5</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O           | CO2e                   |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|---------------|------------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                        |                        |               |               |                        |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        | 0.0000        | 0.0000                 |
| Vendor       | 0.1025        | 2.6640        | 0.9263        | 0.0115        | 0.4035        | 0.0384        | 0.4419        | 0.1162         | 0.0368        | 0.1529        |          | 1,215.555<br>6         | 1,215.555<br>6         | 0.0129        | 0.1803        | 1,269.595<br>2         |
| Worker       | 0.7212        | 0.4674        | 7.2954        | 0.0186        | 2.0455        | 0.0102        | 2.0557        | 0.5425         | 9.3900e-003   | 0.5519        |          | 1,891.376<br>6         | 1,891.376<br>6         | 0.0469        | 0.0465        | 1,906.410<br>5         |
| <b>Total</b> | <b>0.8237</b> | <b>3.1314</b> | <b>8.2217</b> | <b>0.0301</b> | <b>2.4490</b> | <b>0.0486</b> | <b>2.4976</b> | <b>0.6587</b>  | <b>0.0461</b> | <b>0.7048</b> |          | <b>3,106.932<br/>2</b> | <b>3,106.932<br/>2</b> | <b>0.0597</b> | <b>0.2268</b> | <b>3,176.005<br/>7</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.4 Building Construction - 2023****Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Off-Road     | 2.5519        | 26.2044        | 17.3471        | 0.0430        |               | 1.1169        | 1.1169        |                | 1.0422        | 1.0422        |          | 4,108.239<br>2         | 4,108.239<br>2         | 1.1101        |     | 4,135.992<br>4         |
| <b>Total</b> | <b>2.5519</b> | <b>26.2044</b> | <b>17.3471</b> | <b>0.0430</b> |               | <b>1.1169</b> | <b>1.1169</b> |                | <b>1.0422</b> | <b>1.0422</b> |          | <b>4,108.239<br/>2</b> | <b>4,108.239<br/>2</b> | <b>1.1101</b> |     | <b>4,135.992<br/>4</b> |

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O           | CO2e                   |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|---------------|------------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                        |                        |               |               |                        |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        | 0.0000        | 0.0000                 |
| Vendor       | 0.0710        | 2.0583        | 0.8475        | 0.0110        | 0.4035        | 0.0179        | 0.4214        | 0.1162         | 0.0172        | 0.1333        |          | 1,167.207<br>3         | 1,167.207<br>3         | 0.0119        | 0.1725        | 1,218.903<br>4         |
| Worker       | 0.6686        | 0.4131        | 6.7135        | 0.0180        | 2.0455        | 9.6000e-003   | 2.0551        | 0.5425         | 8.8300e-003   | 0.5513        |          | 1,841.351<br>5         | 1,841.351<br>5         | 0.0420        | 0.0429        | 1,855.196<br>2         |
| <b>Total</b> | <b>0.7396</b> | <b>2.4714</b> | <b>7.5610</b> | <b>0.0290</b> | <b>2.4490</b> | <b>0.0275</b> | <b>2.4765</b> | <b>0.6587</b>  | <b>0.0260</b> | <b>0.6846</b> |          | <b>3,008.558<br/>8</b> | <b>3,008.558<br/>8</b> | <b>0.0539</b> | <b>0.2154</b> | <b>3,074.099<br/>6</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.4 Building Construction - 2023****Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                        |                        |               |     |                        |
| Off-Road     | 2.5519        | 26.2044        | 17.3471        | 0.0430        |               | 1.1169        | 1.1169        |                | 1.0422        | 1.0422        | 0.0000        | 4,108.239<br>2         | 4,108.239<br>2         | 1.1101        |     | 4,135.992<br>4         |
| <b>Total</b> | <b>2.5519</b> | <b>26.2044</b> | <b>17.3471</b> | <b>0.0430</b> |               | <b>1.1169</b> | <b>1.1169</b> |                | <b>1.0422</b> | <b>1.0422</b> | <b>0.0000</b> | <b>4,108.239<br/>2</b> | <b>4,108.239<br/>2</b> | <b>1.1101</b> |     | <b>4,135.992<br/>4</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O           | CO2e                   |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|---------------|------------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                        |                        |               |               |                        |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        | 0.0000        | 0.0000                 |
| Vendor       | 0.0710        | 2.0583        | 0.8475        | 0.0110        | 0.4035        | 0.0179        | 0.4214        | 0.1162         | 0.0172        | 0.1333        |          | 1,167.207<br>3         | 1,167.207<br>3         | 0.0119        | 0.1725        | 1,218.903<br>4         |
| Worker       | 0.6686        | 0.4131        | 6.7135        | 0.0180        | 2.0455        | 9.6000e-003   | 2.0551        | 0.5425         | 8.8300e-003   | 0.5513        |          | 1,841.351<br>5         | 1,841.351<br>5         | 0.0420        | 0.0429        | 1,855.196<br>2         |
| <b>Total</b> | <b>0.7396</b> | <b>2.4714</b> | <b>7.5610</b> | <b>0.0290</b> | <b>2.4490</b> | <b>0.0275</b> | <b>2.4765</b> | <b>0.6587</b>  | <b>0.0260</b> | <b>0.6846</b> |          | <b>3,008.558<br/>8</b> | <b>3,008.558<br/>8</b> | <b>0.0539</b> | <b>0.2154</b> | <b>3,074.099<br/>6</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.5 Architectural Coating - 2023****Unmitigated Construction On-Site**

|                 | ROG            | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4           | N2O | CO2e            |
|-----------------|----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| Category        | lb/day         |               |               |                    |               |               |               |                |               |               | lb/day   |                 |                 |               |     |                 |
| Archit. Coating | 46.1819        |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                 | 0.0000          |               |     | 0.0000          |
| Off-Road        | 0.2556         | 1.7373        | 2.4148        | 3.9600e-003        |               | 0.0944        | 0.0944        |                | 0.0944        | 0.0944        |          | 375.2641        | 375.2641        | 0.0225        |     | 375.8253        |
| <b>Total</b>    | <b>46.4375</b> | <b>1.7373</b> | <b>2.4148</b> | <b>3.9600e-003</b> |               | <b>0.0944</b> | <b>0.0944</b> |                | <b>0.0944</b> | <b>0.0944</b> |          | <b>375.2641</b> | <b>375.2641</b> | <b>0.0225</b> |     | <b>375.8253</b> |

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |                    |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Worker       | 0.1352        | 0.0835        | 1.3574        | 3.6400e-003        | 0.4136        | 1.9400e-003        | 0.4155        | 0.1097         | 1.7900e-003        | 0.1115        |          | 372.2951        | 372.2951        | 8.5000e-003        | 8.6800e-003        | 375.0943        |
| <b>Total</b> | <b>0.1352</b> | <b>0.0835</b> | <b>1.3574</b> | <b>3.6400e-003</b> | <b>0.4136</b> | <b>1.9400e-003</b> | <b>0.4155</b> | <b>0.1097</b>  | <b>1.7900e-003</b> | <b>0.1115</b> |          | <b>372.2951</b> | <b>372.2951</b> | <b>8.5000e-003</b> | <b>8.6800e-003</b> | <b>375.0943</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.5 Architectural Coating - 2023****Mitigated Construction On-Site**

|                 | ROG            | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O | CO2e            |
|-----------------|----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|
| Category        | lb/day         |               |               |                    |               |               |               |                |               |               | lb/day        |                 |                 |               |     |                 |
| Archit. Coating | 46.1819        |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                 | 0.0000          |               |     | 0.0000          |
| Off-Road        | 0.2556         | 1.7373        | 2.4148        | 3.9600e-003        |               | 0.0944        | 0.0944        |                | 0.0944        | 0.0944        | 0.0000        | 375.2641        | 375.2641        | 0.0225        |     | 375.8253        |
| <b>Total</b>    | <b>46.4375</b> | <b>1.7373</b> | <b>2.4148</b> | <b>3.9600e-003</b> |               | <b>0.0944</b> | <b>0.0944</b> |                | <b>0.0944</b> | <b>0.0944</b> | <b>0.0000</b> | <b>375.2641</b> | <b>375.2641</b> | <b>0.0225</b> |     | <b>375.8253</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |                    |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Worker       | 0.1352        | 0.0835        | 1.3574        | 3.6400e-003        | 0.4136        | 1.9400e-003        | 0.4155        | 0.1097         | 1.7900e-003        | 0.1115        |          | 372.2951        | 372.2951        | 8.5000e-003        | 8.6800e-003        | 375.0943        |
| <b>Total</b> | <b>0.1352</b> | <b>0.0835</b> | <b>1.3574</b> | <b>3.6400e-003</b> | <b>0.4136</b> | <b>1.9400e-003</b> | <b>0.4155</b> | <b>0.1097</b>  | <b>1.7900e-003</b> | <b>0.1115</b> |          | <b>372.2951</b> | <b>372.2951</b> | <b>8.5000e-003</b> | <b>8.6800e-003</b> | <b>375.0943</b> |



## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.6 Paving - 2023****Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Off-Road     | 1.0327        | 10.1917        | 14.5842        | 0.0228        |               | 0.5102        | 0.5102        |                | 0.4694        | 0.4694        |          | 2,207.584<br>1         | 2,207.584<br>1         | 0.7140        |     | 2,225.433<br>6         |
| Paving       | 0.6445        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                        | 0.0000                 |               |     | 0.0000                 |
| <b>Total</b> | <b>1.6773</b> | <b>10.1917</b> | <b>14.5842</b> | <b>0.0228</b> |               | <b>0.5102</b> | <b>0.5102</b> |                | <b>0.4694</b> | <b>0.4694</b> |          | <b>2,207.584<br/>1</b> | <b>2,207.584<br/>1</b> | <b>0.7140</b> |     | <b>2,225.433<br/>6</b> |

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |                    |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Worker       | 0.0548        | 0.0339        | 0.5503        | 1.4700e-003        | 0.1677        | 7.9000e-004        | 0.1685        | 0.0445         | 7.2000e-004        | 0.0452        |          | 150.9305        | 150.9305        | 3.4500e-003        | 3.5200e-003        | 152.0653        |
| <b>Total</b> | <b>0.0548</b> | <b>0.0339</b> | <b>0.5503</b> | <b>1.4700e-003</b> | <b>0.1677</b> | <b>7.9000e-004</b> | <b>0.1685</b> | <b>0.0445</b>  | <b>7.2000e-004</b> | <b>0.0452</b> |          | <b>150.9305</b> | <b>150.9305</b> | <b>3.4500e-003</b> | <b>3.5200e-003</b> | <b>152.0653</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.6 Paving - 2023****Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                        |                        |               |     |                        |
| Off-Road     | 1.0327        | 10.1917        | 14.5842        | 0.0228        |               | 0.5102        | 0.5102        |                | 0.4694        | 0.4694        | 0.0000        | 2,207.584<br>1         | 2,207.584<br>1         | 0.7140        |     | 2,225.433<br>6         |
| Paving       | 0.6445        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                        | 0.0000                 |               |     | 0.0000                 |
| <b>Total</b> | <b>1.6773</b> | <b>10.1917</b> | <b>14.5842</b> | <b>0.0228</b> |               | <b>0.5102</b> | <b>0.5102</b> |                | <b>0.4694</b> | <b>0.4694</b> | <b>0.0000</b> | <b>2,207.584<br/>1</b> | <b>2,207.584<br/>1</b> | <b>0.7140</b> |     | <b>2,225.433<br/>6</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |                    |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Worker       | 0.0548        | 0.0339        | 0.5503        | 1.4700e-003        | 0.1677        | 7.9000e-004        | 0.1685        | 0.0445         | 7.2000e-004        | 0.0452        |          | 150.9305        | 150.9305        | 3.4500e-003        | 3.5200e-003        | 152.0653        |
| <b>Total</b> | <b>0.0548</b> | <b>0.0339</b> | <b>0.5503</b> | <b>1.4700e-003</b> | <b>0.1677</b> | <b>7.9000e-004</b> | <b>0.1685</b> | <b>0.0445</b>  | <b>7.2000e-004</b> | <b>0.0452</b> |          | <b>150.9305</b> | <b>150.9305</b> | <b>3.4500e-003</b> | <b>3.5200e-003</b> | <b>152.0653</b> |

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

## 4.1 Mitigation Measures Mobile

|             | ROG    | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|-------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Category    | lb/day |        |        |        |               |              |            |                |               |             | lb/day   |           |           |        |        |        |
| Mitigated   | 0.0000 | 0.0000 | 0.0000 | 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 |

## 4.2 Trip Summary Information

|                                  | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|----------------------------------|-------------------------|----------|--------|-------------|------------|
| Land Use                         | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Manufacturing                    | 0.00                    | 0.00     | 0.00   |             |            |
| Other Asphalt Surfaces           | 0.00                    | 0.00     | 0.00   |             |            |
| Parking Lot                      | 0.00                    | 0.00     | 0.00   |             |            |
| Refrigerated Warehouse-No Rail   | 0.00                    | 0.00     | 0.00   |             |            |
| Unrefrigerated Warehouse-No Rail | 0.00                    | 0.00     | 0.00   |             |            |
| Total                            | 0.00                    | 0.00     | 0.00   |             |            |

### 4.3 Trip Type Information

|                        | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| Land Use               | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Manufacturing          | 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              | 0        | 0       |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

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

|                             | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|-----------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| Land Use                    | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Parking Lot                 | 0.00       | 0.00       | 0.00        | 0.00       | 0.00       | 0.00        | 0              | 0        | 0       |
| Refrigerated Warehouse-No   | 0.00       | 0.00       | 0.00        | 0.00       | 0.00       | 0.00        | 0              | 0        | 0       |
| Unrefrigerated Warehouse-No | 0.00       | 0.00       | 0.00        | 0.00       | 0.00       | 0.00        | 0              | 0        | 0       |

**4.4 Fleet Mix**

| Land Use                         | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Manufacturing                    | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| Other Asphalt Surfaces           | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| Parking Lot                      | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| Refrigerated Warehouse-No Rail   | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| Unrefrigerated Warehouse-No Rail | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

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

|                        | ROG    | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|------------------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Category               | lb/day |        |        |        |               |              |            |                |               |             | lb/day   |           |           |        |        |        |
| NaturalGas 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 |
| NaturalGas 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 |

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

|                                  | NaturalGas Use | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|----------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|---------------|---------------|---------------|---------------|---------------|
| Land Use                         | kBTU/yr        | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |               |               |               |               |               |
| Manufacturing                    | 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        |
| Other Asphalt Surfaces           | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Parking Lot                      | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Refrigerated Warehouse-No Rail   | 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        |
| Unrefrigerated Warehouse-No Rail | 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        |
| <b>Total</b>                     |                | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |               | <b>0.0000</b> | <b>0.0000</b> |                | <b>0.0000</b> | <b>0.0000</b> |          | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.2 Energy by Land Use - NaturalGas****Mitigated**

|                                  | NaturalGas Use | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|----------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|---------------|---------------|---------------|---------------|---------------|
| Land Use                         | kBTU/yr        | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |               |               |               |               |               |
| Manufacturing                    | 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        |
| Other Asphalt Surfaces           | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Parking Lot                      | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Refrigerated Warehouse-No Rail   | 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        |
| Unrefrigerated Warehouse-No Rail | 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        |
| <b>Total</b>                     |                | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |               | <b>0.0000</b> | <b>0.0000</b> |                | <b>0.0000</b> | <b>0.0000</b> |          | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**6.0 Area Detail****6.1 Mitigation Measures Area**

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

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

|             | ROG    | NOx         | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O | CO2e   |
|-------------|--------|-------------|--------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|--------|
| Category    | lb/day |             |        |        |               |              |             |                |               |             | lb/day   |           |           |             |     |        |
| Mitigated   | 5.0207 | 4.9000e-004 | 0.0539 | 0.0000 |               | 1.9000e-004  | 1.9000e-004 |                | 1.9000e-004   | 1.9000e-004 |          | 0.1155    | 0.1155    | 3.0000e-004 |     | 0.1231 |
| Unmitigated | 5.0207 | 4.9000e-004 | 0.0539 | 0.0000 |               | 1.9000e-004  | 1.9000e-004 |                | 1.9000e-004   | 1.9000e-004 |          | 0.1155    | 0.1155    | 3.0000e-004 |     | 0.1231 |

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

|                       | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.5761        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 4.4397        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 4.9900e-003   | 4.9000e-004        | 0.0539        | 0.0000        |               | 1.9000e-004        | 1.9000e-004        |                | 1.9000e-004        | 1.9000e-004        |          | 0.1155        | 0.1155        | 3.0000e-004        |     | 0.1231        |
| <b>Total</b>          | <b>5.0207</b> | <b>4.9000e-004</b> | <b>0.0539</b> | <b>0.0000</b> |               | <b>1.9000e-004</b> | <b>1.9000e-004</b> |                | <b>1.9000e-004</b> | <b>1.9000e-004</b> |          | <b>0.1155</b> | <b>0.1155</b> | <b>3.0000e-004</b> |     | <b>0.1231</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****6.2 Area by SubCategory****Mitigated**

|                       | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.5761        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 4.4397        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 4.9900e-003   | 4.9000e-004        | 0.0539        | 0.0000        |               | 1.9000e-004        | 1.9000e-004        |                | 1.9000e-004        | 1.9000e-004        |          | 0.1155        | 0.1155        | 3.0000e-004        |     | 0.1231        |
| <b>Total</b>          | <b>5.0207</b> | <b>4.9000e-004</b> | <b>0.0539</b> | <b>0.0000</b> |               | <b>1.9000e-004</b> | <b>1.9000e-004</b> |                | <b>1.9000e-004</b> | <b>1.9000e-004</b> |          | <b>0.1155</b> | <b>0.1155</b> | <b>3.0000e-004</b> |     | <b>0.1231</b> |

**7.0 Water Detail****7.1 Mitigation Measures Water**



Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

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

**11.0 Vegetation**

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Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Moreno Valley Business Park - Phase II (Construction - Unmitigated)**

Riverside-South Coast County, Winter

**1.0 Project Characteristics****1.1 Land Usage**

| Land Uses                        | Size   | Metric   | Lot Acreage | Floor Surface Area | Population |
|----------------------------------|--------|----------|-------------|--------------------|------------|
| Manufacturing                    | 33.06  | 1000sqft | 0.76        | 33,060.00          | 0          |
| Refrigerated Warehouse-No Rail   | 33.06  | 1000sqft | 0.76        | 33,060.00          | 0          |
| Unrefrigerated Warehouse-No Rail | 154.27 | 1000sqft | 3.54        | 154,270.00         | 0          |
| Other Asphalt Surfaces           | 173.37 | 1000sqft | 3.98        | 173,366.00         | 0          |
| Parking Lot                      | 134.00 | Space    | 0.94        | 41,076.00          | 0          |

**1.2 Other Project Characteristics**

|                                |                            |                                |       |                                  |       |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>            | Urban                      | <b>Wind Speed (m/s)</b>        | 2.4   | <b>Precipitation Freq (Days)</b> | 28    |
| <b>Climate Zone</b>            | 10                         |                                |       | <b>Operational Year</b>          | 2023  |
| <b>Utility Company</b>         | Southern California Edison |                                |       |                                  |       |
| <b>CO2 Intensity (lb/MWhr)</b> | 390.98                     | <b>CH4 Intensity (lb/MWhr)</b> | 0.033 | <b>N2O Intensity (lb/MWhr)</b>   | 0.004 |

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

Project Characteristics -

Land Use - Total Project area is 9.98 acres

Construction Phase - Construction anticipated to begin August 2022 and end in July 2023

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 - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment -

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

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

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

Trips and VMT - Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Site Preparation, Grading, and Building Construction

Grading - This analysis conservatively assumes that the entire Project site (approximately 10 acres) can be disturbed per day

Architectural Coating - Rule 1113

Vehicle Trips - 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

| Table Name              | Column Name                | Default Value | New Value |
|-------------------------|----------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 100.00        | 50.00     |
| tblConstructionPhase    | NumDays                    | 20.00         | 40.00     |
| tblEnergyUse            | LightingElect              | 2.93          | 0.00      |
| tblEnergyUse            | LightingElect              | 0.35          | 0.00      |
| tblEnergyUse            | LightingElect              | 2.37          | 0.00      |
| tblEnergyUse            | LightingElect              | 1.17          | 0.00      |
| tblEnergyUse            | NT24E                      | 5.02          | 0.00      |
| tblEnergyUse            | NT24E                      | 36.52         | 0.00      |
| tblEnergyUse            | NT24E                      | 0.82          | 0.00      |
| tblEnergyUse            | NT24NG                     | 17.13         | 0.00      |
| tblEnergyUse            | NT24NG                     | 48.51         | 0.00      |
| tblEnergyUse            | NT24NG                     | 0.03          | 0.00      |
| tblEnergyUse            | T24E                       | 1.97          | 0.00      |
| tblEnergyUse            | T24E                       | 0.95          | 0.00      |
| tblEnergyUse            | T24E                       | 0.33          | 0.00      |
| tblEnergyUse            | T24NG                      | 15.20         | 0.00      |
| tblEnergyUse            | T24NG                      | 3.22          | 0.00      |
| tblEnergyUse            | T24NG                      | 1.98          | 0.00      |
| tblGrading              | AcresOfGrading             | 50.00         | 200.00    |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

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

|                     |                            |           |           |
|---------------------|----------------------------|-----------|-----------|
| tblGrading          | AcresOfGrading             | 35.00     | 100.00    |
| tblLandUse          | LandUseSquareFeet          | 53,600.00 | 41,076.00 |
| tblLandUse          | LotAcreage                 | 1.21      | 0.94      |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00      | 0.00      |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00      | 0.00      |
| 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   | 40.99     | 0.00      |
| tblSolidWaste       | SolidWasteGenerationRate   | 31.08     | 0.00      |
| tblSolidWaste       | SolidWasteGenerationRate   | 145.01    | 0.00      |
| tblTripsAndVMT      | VendorTripNumber           | 0.00      | 3.00      |
| tblTripsAndVMT      | VendorTripNumber           | 0.00      | 5.00      |
| tblTripsAndVMT      | VendorTripNumber           | 71.00     | 63.00     |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TTP                     | 28.00     | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TTP                    | 13.00     | 0.00      |
| tblVehicleTrips     | CNW_TTP                    | 41.00     | 0.00      |
| tblVehicleTrips     | CNW_TTP                    | 41.00     | 0.00      |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

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

|                 |                    |               |      |
|-----------------|--------------------|---------------|------|
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TTP             | 59.00         | 0.00 |
| tblVehicleTrips | CW_TTP             | 59.00         | 0.00 |
| tblVehicleTrips | CW_TTP             | 59.00         | 0.00 |
| tblVehicleTrips | DV_TP              | 5.00          | 0.00 |
| tblVehicleTrips | DV_TP              | 5.00          | 0.00 |
| tblVehicleTrips | DV_TP              | 5.00          | 0.00 |
| tblVehicleTrips | PB_TP              | 3.00          | 0.00 |
| tblVehicleTrips | PB_TP              | 3.00          | 0.00 |
| tblVehicleTrips | PB_TP              | 3.00          | 0.00 |
| tblVehicleTrips | PR_TP              | 92.00         | 0.00 |
| tblVehicleTrips | PR_TP              | 92.00         | 0.00 |
| tblVehicleTrips | PR_TP              | 92.00         | 0.00 |
| tblVehicleTrips | ST_TR              | 6.42          | 0.00 |
| tblVehicleTrips | ST_TR              | 2.12          | 0.00 |
| tblVehicleTrips | ST_TR              | 1.74          | 0.00 |
| tblVehicleTrips | SU_TR              | 5.09          | 0.00 |
| tblVehicleTrips | SU_TR              | 2.12          | 0.00 |
| tblVehicleTrips | SU_TR              | 1.74          | 0.00 |
| tblVehicleTrips | WD_TR              | 3.93          | 0.00 |
| tblVehicleTrips | WD_TR              | 2.12          | 0.00 |
| tblVehicleTrips | WD_TR              | 1.74          | 0.00 |
| tblWater        | IndoorWaterUseRate | 7,645,125.00  | 0.00 |
| tblWater        | IndoorWaterUseRate | 7,645,125.00  | 0.00 |
| tblWater        | IndoorWaterUseRate | 35,674,937.50 | 0.00 |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

|         | ROG     | NOx     | CO      | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4    | N2O    | CO2e        |
|---------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|
| Year    | lb/day  |         |         |        |               |              |            |                |               |             | lb/day   |             |             |        |        |             |
| 2022    | 4.5499  | 50.5937 | 24.5441 | 0.0713 | 28.8917       | 2.1618       | 31.0535    | 11.1347        | 1.9889        | 13.1236     | 0.0000   | 7,040.6116  | 7,040.6116  | 1.7896 | 0.2282 | 7,137.9829  |
| 2023    | 51.5371 | 40.8667 | 42.2227 | 0.1017 | 3.0303        | 1.7518       | 4.7820     | 0.8128         | 1.6345        | 2.4473      | 0.0000   | 10,003.7107 | 10,003.7107 | 1.9120 | 0.2295 | 10,119.8955 |
| Maximum | 51.5371 | 50.5937 | 42.2227 | 0.1017 | 28.8917       | 2.1618       | 31.0535    | 11.1347        | 1.9889        | 13.1236     | 0.0000   | 10,003.7107 | 10,003.7107 | 1.9120 | 0.2295 | 10,119.8955 |

**Mitigated Construction**

|         | ROG     | NOx     | CO      | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4    | N2O    | CO2e        |
|---------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|
| Year    | lb/day  |         |         |        |               |              |            |                |               |             | lb/day   |             |             |        |        |             |
| 2022    | 4.5499  | 50.5937 | 24.5441 | 0.0713 | 11.4022       | 2.1618       | 13.5640    | 4.3784         | 1.9889        | 6.3674      | 0.0000   | 7,040.6116  | 7,040.6116  | 1.7896 | 0.2282 | 7,137.9829  |
| 2023    | 51.5371 | 40.8667 | 42.2227 | 0.1017 | 3.0303        | 1.7518       | 4.7820     | 0.8128         | 1.6345        | 2.4473      | 0.0000   | 10,003.7107 | 10,003.7107 | 1.9120 | 0.2295 | 10,119.8955 |
| Maximum | 51.5371 | 50.5937 | 42.2227 | 0.1017 | 11.4022       | 2.1618       | 13.5640    | 4.3784         | 1.9889        | 6.3674      | 0.0000   | 10,003.7107 | 10,003.7107 | 1.9120 | 0.2295 | 10,119.8955 |

Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

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

|                   | ROG  | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4  | N2O  | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 54.79         | 0.00         | 48.80      | 56.55          | 0.00          | 43.39       | 0.00     | 0.00     | 0.00      | 0.00 | 0.00 | 0.00 |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.2 Overall Operational****Unmitigated Operational**

|              | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|---------------|---------------|
| Category     | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |               |               |
| Area         | 5.0207        | 4.9000e-004        | 0.0539        | 0.0000        |               | 1.9000e-004        | 1.9000e-004        |                | 1.9000e-004        | 1.9000e-004        |          | 0.1155        | 0.1155        | 3.0000e-004        |               | 0.1231        |
| 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        |
| 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        |
| <b>Total</b> | <b>5.0207</b> | <b>4.9000e-004</b> | <b>0.0539</b> | <b>0.0000</b> | <b>0.0000</b> | <b>1.9000e-004</b> | <b>1.9000e-004</b> | <b>0.0000</b>  | <b>1.9000e-004</b> | <b>1.9000e-004</b> |          | <b>0.1155</b> | <b>0.1155</b> | <b>3.0000e-004</b> | <b>0.0000</b> | <b>0.1231</b> |

**Mitigated Operational**

|              | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|---------------|---------------|
| Category     | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |               |               |
| Area         | 5.0207        | 4.9000e-004        | 0.0539        | 0.0000        |               | 1.9000e-004        | 1.9000e-004        |                | 1.9000e-004        | 1.9000e-004        |          | 0.1155        | 0.1155        | 3.0000e-004        |               | 0.1231        |
| 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        |
| 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        |
| <b>Total</b> | <b>5.0207</b> | <b>4.9000e-004</b> | <b>0.0539</b> | <b>0.0000</b> | <b>0.0000</b> | <b>1.9000e-004</b> | <b>1.9000e-004</b> | <b>0.0000</b>  | <b>1.9000e-004</b> | <b>1.9000e-004</b> |          | <b>0.1155</b> | <b>0.1155</b> | <b>3.0000e-004</b> | <b>0.0000</b> | <b>0.1231</b> |



## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

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

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

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

| Phase Number | Phase Name            | Phase Type            | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1            | Site Preparation      | Site Preparation      | 8/1/2022   | 8/12/2022 | 5             | 10       |                   |
| 2            | Grading               | Grading               | 8/13/2022  | 9/9/2022  | 5             | 20       |                   |
| 3            | Building Construction | Building Construction | 9/10/2022  | 7/28/2023 | 5             | 230      |                   |
| 4            | Architectural Coating | Architectural Coating | 6/5/2023   | 7/28/2023 | 5             | 40       |                   |
| 5            | Paving                | Paving                | 7/3/2023   | 7/28/2023 | 5             | 20       |                   |

**Acres of Grading (Site Preparation Phase): 100****Acres of Grading (Grading Phase): 200****Acres of Paving: 4.92****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 330,585; Non-Residential Outdoor: 110,195; Striped Parking Area: 12,867 (Architectural Coating – sqft)****OffRoad Equipment**

| 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          | 3      | 8.00        | 212         | 0.43        |
| Grading          | Excavators                | 1      | 8.00        | 158         | 0.38        |
| Grading          | Graders                   | 1      | 8.00        | 187         | 0.41        |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

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

|                       |                           |   |      |     |      |
|-----------------------|---------------------------|---|------|-----|------|
| Grading               | Rubber Tired Dozers       | 1 | 8.00 | 247 | 0.40 |
| Grading               | Tractors/Loaders/Backhoes | 0 | 8.00 | 97  | 0.37 |
| Building Construction | Cranes                    | 1 | 8.00 | 231 | 0.29 |
| Building Construction | Crawler Tractors          | 3 | 8.00 | 212 | 0.43 |
| Building Construction | Forklifts                 | 3 | 8.00 | 89  | 0.20 |
| Building Construction | Generator Sets            | 1 | 8.00 | 84  | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | 0 | 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**

| 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              | 3.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Grading               | 6                       | 15.00              | 5.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Building Construction | 9                       | 183.00             | 63.00              | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Paving                | 6                       | 15.00              | 0.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Architectural Coating | 1                       | 37.00              | 0.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |

**3.1 Mitigation Measures Construction**

## Water Exposed Area

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.2 Site Preparation - 2022****Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total    | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category      | lb/day        |                |                |               |                |               |                |                |               |                | lb/day   |                        |                        |               |     |                        |
| Fugitive Dust |               |                |                |               | 28.6713        | 0.0000        | 28.6713        | 11.0758        | 0.0000        | 11.0758        |          |                        | 0.0000                 |               |     | 0.0000                 |
| Off-Road      | 4.4790        | 50.4124        | 20.0053        | 0.0570        |                | 2.1590        | 2.1590         |                | 1.9862        | 1.9862         |          | 5,517.235<br>5         | 5,517.235<br>5         | 1.7844        |     | 5,561.845<br>1         |
| <b>Total</b>  | <b>4.4790</b> | <b>50.4124</b> | <b>20.0053</b> | <b>0.0570</b> | <b>28.6713</b> | <b>2.1590</b> | <b>30.8302</b> | <b>11.0758</b> | <b>1.9862</b> | <b>13.0620</b> |          | <b>5,517.235<br/>5</b> | <b>5,517.235<br/>5</b> | <b>1.7844</b> |     | <b>5,561.845<br/>1</b> |

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|---------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |               |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000        | 0.0000          |
| Vendor       | 4.6700e-003   | 0.1337        | 0.0458        | 5.5000e-004        | 0.0192        | 1.8300e-003        | 0.0211        | 5.5300e-003    | 1.7500e-003        | 7.2900e-003   |          | 57.9467         | 57.9467         | 6.0000e-004        | 8.6000e-003   | 60.5246         |
| Worker       | 0.0663        | 0.0477        | 0.5816        | 1.6600e-003        | 0.2012        | 1.0000e-003        | 0.2022        | 0.0534         | 9.2000e-004        | 0.0543        |          | 168.5113        | 168.5113        | 4.5800e-003        | 4.6800e-003   | 170.0216        |
| <b>Total</b> | <b>0.0709</b> | <b>0.1814</b> | <b>0.6274</b> | <b>2.2100e-003</b> | <b>0.2204</b> | <b>2.8300e-003</b> | <b>0.2233</b> | <b>0.0589</b>  | <b>2.6700e-003</b> | <b>0.0616</b> |          | <b>226.4580</b> | <b>226.4580</b> | <b>5.1800e-003</b> | <b>0.0133</b> | <b>230.5462</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.2 Site Preparation - 2022****Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------------------------|
| Category      | lb/day        |                |                |               |                |               |                |                |               |               | lb/day        |                        |                        |               |     |                        |
| Fugitive Dust |               |                |                |               | 11.1818        | 0.0000        | 11.1818        | 4.3196         | 0.0000        | 4.3196        |               |                        | 0.0000                 |               |     | 0.0000                 |
| Off-Road      | 4.4790        | 50.4124        | 20.0053        | 0.0570        |                | 2.1590        | 2.1590         |                | 1.9862        | 1.9862        | 0.0000        | 5,517.235<br>5         | 5,517.235<br>5         | 1.7844        |     | 5,561.845<br>1         |
| <b>Total</b>  | <b>4.4790</b> | <b>50.4124</b> | <b>20.0053</b> | <b>0.0570</b> | <b>11.1818</b> | <b>2.1590</b> | <b>13.3407</b> | <b>4.3196</b>  | <b>1.9862</b> | <b>6.3058</b> | <b>0.0000</b> | <b>5,517.235<br/>5</b> | <b>5,517.235<br/>5</b> | <b>1.7844</b> |     | <b>5,561.845<br/>1</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|---------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |               |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000        | 0.0000          |
| Vendor       | 4.6700e-003   | 0.1337        | 0.0458        | 5.5000e-004        | 0.0192        | 1.8300e-003        | 0.0211        | 5.5300e-003    | 1.7500e-003        | 7.2900e-003   |          | 57.9467         | 57.9467         | 6.0000e-004        | 8.6000e-003   | 60.5246         |
| Worker       | 0.0663        | 0.0477        | 0.5816        | 1.6600e-003        | 0.2012        | 1.0000e-003        | 0.2022        | 0.0534         | 9.2000e-004        | 0.0543        |          | 168.5113        | 168.5113        | 4.5800e-003        | 4.6800e-003   | 170.0216        |
| <b>Total</b> | <b>0.0709</b> | <b>0.1814</b> | <b>0.6274</b> | <b>2.2100e-003</b> | <b>0.2204</b> | <b>2.8300e-003</b> | <b>0.2233</b> | <b>0.0589</b>  | <b>2.6700e-003</b> | <b>0.0616</b> |          | <b>226.4580</b> | <b>226.4580</b> | <b>5.1800e-003</b> | <b>0.0133</b> | <b>230.5462</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.3 Grading - 2022****Unmitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10  | Exhaust PM10  | PM10 Total     | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category      | lb/day        |                |                |               |                |               |                |                |               |               | lb/day   |                        |                        |               |     |                        |
| Fugitive Dust |               |                |                |               | 16.6271        | 0.0000        | 16.6271        | 4.4553         | 0.0000        | 4.4553        |          |                        | 0.0000                 |               |     | 0.0000                 |
| Off-Road      | 2.9303        | 33.8518        | 15.5033        | 0.0438        |                | 1.3506        | 1.3506         |                | 1.2426        | 1.2426        |          | 4,245.426<br>6         | 4,245.426<br>6         | 1.3731        |     | 4,279.753<br>1         |
| <b>Total</b>  | <b>2.9303</b> | <b>33.8518</b> | <b>15.5033</b> | <b>0.0438</b> | <b>16.6271</b> | <b>1.3506</b> | <b>17.9777</b> | <b>4.4553</b>  | <b>1.2426</b> | <b>5.6979</b> |          | <b>4,245.426<br/>6</b> | <b>4,245.426<br/>6</b> | <b>1.3731</b> |     | <b>4,279.753<br/>1</b> |

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|---------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |               |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000        | 0.0000          |
| Vendor       | 7.7900e-003   | 0.2228        | 0.0763        | 9.1000e-004        | 0.0320        | 3.0600e-003        | 0.0351        | 9.2200e-003    | 2.9200e-003        | 0.0122        |          | 96.5779         | 96.5779         | 1.0100e-003        | 0.0143        | 100.8743        |
| Worker       | 0.0552        | 0.0398        | 0.4846        | 1.3800e-003        | 0.1677        | 8.4000e-004        | 0.1685        | 0.0445         | 7.7000e-004        | 0.0452        |          | 140.4261        | 140.4261        | 3.8100e-003        | 3.9000e-003   | 141.6847        |
| <b>Total</b> | <b>0.0630</b> | <b>0.2625</b> | <b>0.5610</b> | <b>2.2900e-003</b> | <b>0.1997</b> | <b>3.9000e-003</b> | <b>0.2036</b> | <b>0.0537</b>  | <b>3.6900e-003</b> | <b>0.0574</b> |          | <b>237.0040</b> | <b>237.0040</b> | <b>4.8200e-003</b> | <b>0.0182</b> | <b>242.5590</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.3 Grading - 2022****Mitigated Construction On-Site**

|               | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------------------------|
| Category      | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                        |                        |               |     |                        |
| Fugitive Dust |               |                |                |               | 6.4846        | 0.0000        | 6.4846        | 1.7376         | 0.0000        | 1.7376        |               |                        | 0.0000                 |               |     | 0.0000                 |
| Off-Road      | 2.9303        | 33.8518        | 15.5033        | 0.0438        |               | 1.3506        | 1.3506        |                | 1.2426        | 1.2426        | 0.0000        | 4,245.426<br>6         | 4,245.426<br>6         | 1.3731        |     | 4,279.753<br>0         |
| <b>Total</b>  | <b>2.9303</b> | <b>33.8518</b> | <b>15.5033</b> | <b>0.0438</b> | <b>6.4846</b> | <b>1.3506</b> | <b>7.8352</b> | <b>1.7376</b>  | <b>1.2426</b> | <b>2.9801</b> | <b>0.0000</b> | <b>4,245.426<br/>6</b> | <b>4,245.426<br/>6</b> | <b>1.3731</b> |     | <b>4,279.753<br/>0</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|---------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |               |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000        | 0.0000          |
| Vendor       | 7.7900e-003   | 0.2228        | 0.0763        | 9.1000e-004        | 0.0320        | 3.0600e-003        | 0.0351        | 9.2200e-003    | 2.9200e-003        | 0.0122        |          | 96.5779         | 96.5779         | 1.0100e-003        | 0.0143        | 100.8743        |
| Worker       | 0.0552        | 0.0398        | 0.4846        | 1.3800e-003        | 0.1677        | 8.4000e-004        | 0.1685        | 0.0445         | 7.7000e-004        | 0.0452        |          | 140.4261        | 140.4261        | 3.8100e-003        | 3.9000e-003   | 141.6847        |
| <b>Total</b> | <b>0.0630</b> | <b>0.2625</b> | <b>0.5610</b> | <b>2.2900e-003</b> | <b>0.1997</b> | <b>3.9000e-003</b> | <b>0.2036</b> | <b>0.0537</b>  | <b>3.6900e-003</b> | <b>0.0574</b> |          | <b>237.0040</b> | <b>237.0040</b> | <b>4.8200e-003</b> | <b>0.0182</b> | <b>242.5590</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.4 Building Construction - 2022****Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Off-Road     | 2.7963        | 29.7637        | 17.6698        | 0.0430        |               | 1.2743        | 1.2743        |                | 1.1892        | 1.1892        |          | 4,110.532<br>2         | 4,110.532<br>2         | 1.1153        |     | 4,138.413<br>5         |
| <b>Total</b> | <b>2.7963</b> | <b>29.7637</b> | <b>17.6698</b> | <b>0.0430</b> |               | <b>1.2743</b> | <b>1.2743</b> |                | <b>1.1892</b> | <b>1.1892</b> |          | <b>4,110.532<br/>2</b> | <b>4,110.532<br/>2</b> | <b>1.1153</b> |     | <b>4,138.413<br/>5</b> |

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O           | CO2e                   |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|---------------|------------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                        |                        |               |               |                        |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 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       | 0.0981        | 2.8066        | 0.9619        | 0.0115        | 0.4035        | 0.0385        | 0.4420        | 0.1162         | 0.0368        | 0.1530        |          | 1,216.881<br>3         | 1,216.881<br>3         | 0.0127        | 0.1806        | 1,271.016<br>7         |
| Worker       | 0.6737        | 0.4851        | 5.9125        | 0.0168        | 2.0455        | 0.0102        | 2.0557        | 0.5425         | 9.3900e-003   | 0.5519        |          | 1,713.198<br>1         | 1,713.198<br>1         | 0.0465        | 0.0476        | 1,728.552<br>7         |
| <b>Total</b> | <b>0.7718</b> | <b>3.2917</b> | <b>6.8743</b> | <b>0.0283</b> | <b>2.4490</b> | <b>0.0487</b> | <b>2.4977</b> | <b>0.6587</b>  | <b>0.0462</b> | <b>0.7049</b> |          | <b>2,930.079<br/>4</b> | <b>2,930.079<br/>4</b> | <b>0.0592</b> | <b>0.2282</b> | <b>2,999.569<br/>5</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.4 Building Construction - 2022****Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                        |                        |               |     |                        |
| Off-Road     | 2.7963        | 29.7637        | 17.6698        | 0.0430        |               | 1.2743        | 1.2743        |                | 1.1892        | 1.1892        | 0.0000        | 4,110.532<br>2         | 4,110.532<br>2         | 1.1153        |     | 4,138.413<br>5         |
| <b>Total</b> | <b>2.7963</b> | <b>29.7637</b> | <b>17.6698</b> | <b>0.0430</b> |               | <b>1.2743</b> | <b>1.2743</b> |                | <b>1.1892</b> | <b>1.1892</b> | <b>0.0000</b> | <b>4,110.532<br/>2</b> | <b>4,110.532<br/>2</b> | <b>1.1153</b> |     | <b>4,138.413<br/>5</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O           | CO2e                   |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|---------------|------------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                        |                        |               |               |                        |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        | 0.0000        | 0.0000                 |
| Vendor       | 0.0981        | 2.8066        | 0.9619        | 0.0115        | 0.4035        | 0.0385        | 0.4420        | 0.1162         | 0.0368        | 0.1530        |          | 1,216.881<br>3         | 1,216.881<br>3         | 0.0127        | 0.1806        | 1,271.016<br>7         |
| Worker       | 0.6737        | 0.4851        | 5.9125        | 0.0168        | 2.0455        | 0.0102        | 2.0557        | 0.5425         | 9.3900e-003   | 0.5519        |          | 1,713.198<br>1         | 1,713.198<br>1         | 0.0465        | 0.0476        | 1,728.552<br>7         |
| <b>Total</b> | <b>0.7718</b> | <b>3.2917</b> | <b>6.8743</b> | <b>0.0283</b> | <b>2.4490</b> | <b>0.0487</b> | <b>2.4977</b> | <b>0.6587</b>  | <b>0.0462</b> | <b>0.7049</b> |          | <b>2,930.079<br/>4</b> | <b>2,930.079<br/>4</b> | <b>0.0592</b> | <b>0.2282</b> | <b>2,999.569<br/>5</b> |



## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

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

## 3.4 Building Construction - 2023

Unmitigated Construction On-Site

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Off-Road     | 2.5519        | 26.2044        | 17.3471        | 0.0430        |               | 1.1169        | 1.1169        |                | 1.0422        | 1.0422        |          | 4,108.239<br>2         | 4,108.239<br>2         | 1.1101        |     | 4,135.992<br>4         |
| <b>Total</b> | <b>2.5519</b> | <b>26.2044</b> | <b>17.3471</b> | <b>0.0430</b> |               | <b>1.1169</b> | <b>1.1169</b> |                | <b>1.0422</b> | <b>1.0422</b> |          | <b>4,108.239<br/>2</b> | <b>4,108.239<br/>2</b> | <b>1.1101</b> |     | <b>4,135.992<br/>4</b> |

Unmitigated Construction Off-Site

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O           | CO2e                   |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|---------------|------------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                        |                        |               |               |                        |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        | 0.0000        | 0.0000                 |
| Vendor       | 0.0658        | 2.1828        | 0.8760        | 0.0110        | 0.4035        | 0.0180        | 0.4215        | 0.1162         | 0.0172        | 0.1334        |          | 1,170.104<br>0         | 1,170.104<br>0         | 0.0117        | 0.1731        | 1,221.965<br>4         |
| Worker       | 0.6267        | 0.4287        | 5.4515        | 0.0163        | 2.0455        | 9.6000e-003   | 2.0551        | 0.5425         | 8.8300e-003   | 0.5513        |          | 1,668.429<br>9         | 1,668.429<br>9         | 0.0419        | 0.0439        | 1,682.571<br>1         |
| <b>Total</b> | <b>0.6924</b> | <b>2.6115</b> | <b>6.3275</b> | <b>0.0273</b> | <b>2.4490</b> | <b>0.0276</b> | <b>2.4766</b> | <b>0.6587</b>  | <b>0.0260</b> | <b>0.6847</b> |          | <b>2,838.533<br/>9</b> | <b>2,838.533<br/>9</b> | <b>0.0536</b> | <b>0.2170</b> | <b>2,904.536<br/>5</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.4 Building Construction - 2023****Mitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                        |                        |               |     |                        |
| Off-Road     | 2.5519        | 26.2044        | 17.3471        | 0.0430        |               | 1.1169        | 1.1169        |                | 1.0422        | 1.0422        | 0.0000        | 4,108.239<br>2         | 4,108.239<br>2         | 1.1101        |     | 4,135.992<br>4         |
| <b>Total</b> | <b>2.5519</b> | <b>26.2044</b> | <b>17.3471</b> | <b>0.0430</b> |               | <b>1.1169</b> | <b>1.1169</b> |                | <b>1.0422</b> | <b>1.0422</b> | <b>0.0000</b> | <b>4,108.239<br/>2</b> | <b>4,108.239<br/>2</b> | <b>1.1101</b> |     | <b>4,135.992<br/>4</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O           | CO2e                   |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|---------------|------------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                        |                        |               |               |                        |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        |          | 0.0000                 | 0.0000                 | 0.0000        | 0.0000        | 0.0000                 |
| Vendor       | 0.0658        | 2.1828        | 0.8760        | 0.0110        | 0.4035        | 0.0180        | 0.4215        | 0.1162         | 0.0172        | 0.1334        |          | 1,170.104<br>0         | 1,170.104<br>0         | 0.0117        | 0.1731        | 1,221.965<br>4         |
| Worker       | 0.6267        | 0.4287        | 5.4515        | 0.0163        | 2.0455        | 9.6000e-003   | 2.0551        | 0.5425         | 8.8300e-003   | 0.5513        |          | 1,668.429<br>9         | 1,668.429<br>9         | 0.0419        | 0.0439        | 1,682.571<br>1         |
| <b>Total</b> | <b>0.6924</b> | <b>2.6115</b> | <b>6.3275</b> | <b>0.0273</b> | <b>2.4490</b> | <b>0.0276</b> | <b>2.4766</b> | <b>0.6587</b>  | <b>0.0260</b> | <b>0.6847</b> |          | <b>2,838.533<br/>9</b> | <b>2,838.533<br/>9</b> | <b>0.0536</b> | <b>0.2170</b> | <b>2,904.536<br/>5</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.5 Architectural Coating - 2023****Unmitigated Construction On-Site**

|                 | ROG            | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4           | N2O | CO2e            |
|-----------------|----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|-----|-----------------|
| Category        | lb/day         |               |               |                    |               |               |               |                |               |               | lb/day   |                 |                 |               |     |                 |
| Archit. Coating | 46.1819        |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                 | 0.0000          |               |     | 0.0000          |
| Off-Road        | 0.2556         | 1.7373        | 2.4148        | 3.9600e-003        |               | 0.0944        | 0.0944        |                | 0.0944        | 0.0944        |          | 375.2641        | 375.2641        | 0.0225        |     | 375.8253        |
| <b>Total</b>    | <b>46.4375</b> | <b>1.7373</b> | <b>2.4148</b> | <b>3.9600e-003</b> |               | <b>0.0944</b> | <b>0.0944</b> |                | <b>0.0944</b> | <b>0.0944</b> |          | <b>375.2641</b> | <b>375.2641</b> | <b>0.0225</b> |     | <b>375.8253</b> |

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |                    |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Worker       | 0.1267        | 0.0867        | 1.1022        | 3.3000e-003        | 0.4136        | 1.9400e-003        | 0.4155        | 0.1097         | 1.7900e-003        | 0.1115        |          | 337.3328        | 337.3328        | 8.4700e-003        | 8.8800e-003        | 340.1920        |
| <b>Total</b> | <b>0.1267</b> | <b>0.0867</b> | <b>1.1022</b> | <b>3.3000e-003</b> | <b>0.4136</b> | <b>1.9400e-003</b> | <b>0.4155</b> | <b>0.1097</b>  | <b>1.7900e-003</b> | <b>0.1115</b> |          | <b>337.3328</b> | <b>337.3328</b> | <b>8.4700e-003</b> | <b>8.8800e-003</b> | <b>340.1920</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.5 Architectural Coating - 2023****Mitigated Construction On-Site**

|                 | ROG            | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O | CO2e            |
|-----------------|----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|
| Category        | lb/day         |               |               |                    |               |               |               |                |               |               | lb/day        |                 |                 |               |     |                 |
| Archit. Coating | 46.1819        |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                 | 0.0000          |               |     | 0.0000          |
| Off-Road        | 0.2556         | 1.7373        | 2.4148        | 3.9600e-003        |               | 0.0944        | 0.0944        |                | 0.0944        | 0.0944        | 0.0000        | 375.2641        | 375.2641        | 0.0225        |     | 375.8253        |
| <b>Total</b>    | <b>46.4375</b> | <b>1.7373</b> | <b>2.4148</b> | <b>3.9600e-003</b> |               | <b>0.0944</b> | <b>0.0944</b> |                | <b>0.0944</b> | <b>0.0944</b> | <b>0.0000</b> | <b>375.2641</b> | <b>375.2641</b> | <b>0.0225</b> |     | <b>375.8253</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |                    |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Worker       | 0.1267        | 0.0867        | 1.1022        | 3.3000e-003        | 0.4136        | 1.9400e-003        | 0.4155        | 0.1097         | 1.7900e-003        | 0.1115        |          | 337.3328        | 337.3328        | 8.4700e-003        | 8.8800e-003        | 340.1920        |
| <b>Total</b> | <b>0.1267</b> | <b>0.0867</b> | <b>1.1022</b> | <b>3.3000e-003</b> | <b>0.4136</b> | <b>1.9400e-003</b> | <b>0.4155</b> | <b>0.1097</b>  | <b>1.7900e-003</b> | <b>0.1115</b> |          | <b>337.3328</b> | <b>337.3328</b> | <b>8.4700e-003</b> | <b>8.8800e-003</b> | <b>340.1920</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.6 Paving - 2023****Unmitigated Construction On-Site**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                        |                        |               |     |                        |
| Off-Road     | 1.0327        | 10.1917        | 14.5842        | 0.0228        |               | 0.5102        | 0.5102        |                | 0.4694        | 0.4694        |          | 2,207.584<br>1         | 2,207.584<br>1         | 0.7140        |     | 2,225.433<br>6         |
| Paving       | 0.6445        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          |                        | 0.0000                 |               |     | 0.0000                 |
| <b>Total</b> | <b>1.6773</b> | <b>10.1917</b> | <b>14.5842</b> | <b>0.0228</b> |               | <b>0.5102</b> | <b>0.5102</b> |                | <b>0.4694</b> | <b>0.4694</b> |          | <b>2,207.584<br/>1</b> | <b>2,207.584<br/>1</b> | <b>0.7140</b> |     | <b>2,225.433<br/>6</b> |

**Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |                    |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Worker       | 0.0514        | 0.0351        | 0.4468        | 1.3400e-003        | 0.1677        | 7.9000e-004        | 0.1685        | 0.0445         | 7.2000e-004        | 0.0452        |          | 136.7566        | 136.7566        | 3.4300e-003        | 3.6000e-003        | 137.9157        |
| <b>Total</b> | <b>0.0514</b> | <b>0.0351</b> | <b>0.4468</b> | <b>1.3400e-003</b> | <b>0.1677</b> | <b>7.9000e-004</b> | <b>0.1685</b> | <b>0.0445</b>  | <b>7.2000e-004</b> | <b>0.0452</b> |          | <b>136.7566</b> | <b>136.7566</b> | <b>3.4300e-003</b> | <b>3.6000e-003</b> | <b>137.9157</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

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

## 3.6 Paving - 2023

Mitigated Construction On-Site

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2              | Total CO2              | CH4           | N2O | CO2e                   |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day        |                        |                        |               |     |                        |
| Off-Road     | 1.0327        | 10.1917        | 14.5842        | 0.0228        |               | 0.5102        | 0.5102        |                | 0.4694        | 0.4694        | 0.0000        | 2,207.584<br>1         | 2,207.584<br>1         | 0.7140        |     | 2,225.433<br>6         |
| Paving       | 0.6445        |                |                |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |               |                        | 0.0000                 |               |     | 0.0000                 |
| <b>Total</b> | <b>1.6773</b> | <b>10.1917</b> | <b>14.5842</b> | <b>0.0228</b> |               | <b>0.5102</b> | <b>0.5102</b> |                | <b>0.4694</b> | <b>0.4694</b> | <b>0.0000</b> | <b>2,207.584<br/>1</b> | <b>2,207.584<br/>1</b> | <b>0.7140</b> |     | <b>2,225.433<br/>6</b> |

Mitigated Construction Off-Site

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Category     | lb/day        |               |               |                    |               |                    |               |                |                    |               | lb/day   |                 |                 |                    |                    |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Worker       | 0.0514        | 0.0351        | 0.4468        | 1.3400e-003        | 0.1677        | 7.9000e-004        | 0.1685        | 0.0445         | 7.2000e-004        | 0.0452        |          | 136.7566        | 136.7566        | 3.4300e-003        | 3.6000e-003        | 137.9157        |
| <b>Total</b> | <b>0.0514</b> | <b>0.0351</b> | <b>0.4468</b> | <b>1.3400e-003</b> | <b>0.1677</b> | <b>7.9000e-004</b> | <b>0.1685</b> | <b>0.0445</b>  | <b>7.2000e-004</b> | <b>0.0452</b> |          | <b>136.7566</b> | <b>136.7566</b> | <b>3.4300e-003</b> | <b>3.6000e-003</b> | <b>137.9157</b> |

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

## 4.1 Mitigation Measures Mobile

|             | ROG    | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|-------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Category    | lb/day |        |        |        |               |              |            |                |               |             | lb/day   |           |           |        |        |        |
| Mitigated   | 0.0000 | 0.0000 | 0.0000 | 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 |

|                                  | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|----------------------------------|-------------------------|----------|--------|-------------|------------|
| Land Use                         | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Manufacturing                    | 0.00                    | 0.00     | 0.00   |             |            |
| Other Asphalt Surfaces           | 0.00                    | 0.00     | 0.00   |             |            |
| Parking Lot                      | 0.00                    | 0.00     | 0.00   |             |            |
| Refrigerated Warehouse-No Rail   | 0.00                    | 0.00     | 0.00   |             |            |
| Unrefrigerated Warehouse-No Rail | 0.00                    | 0.00     | 0.00   |             |            |
| Total                            | 0.00                    | 0.00     | 0.00   |             |            |

[illegible]

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

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

| Land Use                    | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|-----------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
|                             | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Parking Lot                 | 0.00       | 0.00       | 0.00        | 0.00       | 0.00       | 0.00        | 0              | 0        | 0       |
| Refrigerated Warehouse-No   | 0.00       | 0.00       | 0.00        | 0.00       | 0.00       | 0.00        | 0              | 0        | 0       |
| Unrefrigerated Warehouse-No | 0.00       | 0.00       | 0.00        | 0.00       | 0.00       | 0.00        | 0              | 0        | 0       |

**4.4 Fleet Mix**

| Land Use                         | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Manufacturing                    | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| Other Asphalt Surfaces           | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| Parking Lot                      | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| Refrigerated Warehouse-No Rail   | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| Unrefrigerated Warehouse-No Rail | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**



## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

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

|                        | ROG    | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|------------------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Category               | lb/day |        |        |        |               |              |            |                |               |             | lb/day   |           |           |        |        |        |
| NaturalGas 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 |
| NaturalGas 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 |

**5.2 Energy by Land Use - NaturalGas****Unmitigated**

|                                  | NaturalGas Use | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|----------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|---------------|---------------|---------------|---------------|---------------|
| Land Use                         | kBTU/yr        | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |               |               |               |               |               |
| Manufacturing                    | 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        |
| Other Asphalt Surfaces           | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Parking Lot                      | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Refrigerated Warehouse-No Rail   | 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        |
| Unrefrigerated Warehouse-No Rail | 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        |
| <b>Total</b>                     |                | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |               | <b>0.0000</b> | <b>0.0000</b> |                | <b>0.0000</b> | <b>0.0000</b> |          | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.2 Energy by Land Use - NaturalGas****Mitigated**

|                                  | NaturalGas Use | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|----------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|---------------|---------------|---------------|---------------|---------------|
| Land Use                         | kBTU/yr        | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |               |               |               |               |               |
| Manufacturing                    | 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        |
| Other Asphalt Surfaces           | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Parking Lot                      | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Refrigerated Warehouse-No Rail   | 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        |
| Unrefrigerated Warehouse-No Rail | 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        |
| <b>Total</b>                     |                | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |               | <b>0.0000</b> | <b>0.0000</b> |                | <b>0.0000</b> | <b>0.0000</b> |          | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**6.0 Area Detail****6.1 Mitigation Measures Area**

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

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

|             | ROG    | NOx         | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O | CO2e   |
|-------------|--------|-------------|--------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|--------|
| Category    | lb/day |             |        |        |               |              |             |                |               |             | lb/day   |           |           |             |     |        |
| Mitigated   | 5.0207 | 4.9000e-004 | 0.0539 | 0.0000 |               | 1.9000e-004  | 1.9000e-004 |                | 1.9000e-004   | 1.9000e-004 |          | 0.1155    | 0.1155    | 3.0000e-004 |     | 0.1231 |
| Unmitigated | 5.0207 | 4.9000e-004 | 0.0539 | 0.0000 |               | 1.9000e-004  | 1.9000e-004 |                | 1.9000e-004   | 1.9000e-004 |          | 0.1155    | 0.1155    | 3.0000e-004 |     | 0.1231 |

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

|                       | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.5761        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 4.4397        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 4.9900e-003   | 4.9000e-004        | 0.0539        | 0.0000        |               | 1.9000e-004        | 1.9000e-004        |                | 1.9000e-004        | 1.9000e-004        |          | 0.1155        | 0.1155        | 3.0000e-004        |     | 0.1231        |
| <b>Total</b>          | <b>5.0207</b> | <b>4.9000e-004</b> | <b>0.0539</b> | <b>0.0000</b> |               | <b>1.9000e-004</b> | <b>1.9000e-004</b> |                | <b>1.9000e-004</b> | <b>1.9000e-004</b> |          | <b>0.1155</b> | <b>0.1155</b> | <b>3.0000e-004</b> |     | <b>0.1231</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

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

## 6.2 Area by SubCategory

Mitigated

|                       | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.5761        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 4.4397        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 4.9900e-003   | 4.9000e-004        | 0.0539        | 0.0000        |               | 1.9000e-004        | 1.9000e-004        |                | 1.9000e-004        | 1.9000e-004        |          | 0.1155        | 0.1155        | 3.0000e-004        |     | 0.1231        |
| <b>Total</b>          | <b>5.0207</b> | <b>4.9000e-004</b> | <b>0.0539</b> | <b>0.0000</b> |               | <b>1.9000e-004</b> | <b>1.9000e-004</b> |                | <b>1.9000e-004</b> | <b>1.9000e-004</b> |          | <b>0.1155</b> | <b>0.1155</b> | <b>3.0000e-004</b> |     | <b>0.1231</b> |

## 7.0 Water Detail

## 7.1 Mitigation Measures Water

Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

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

**11.0 Vegetation**

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## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Moreno Valley Business Park - Phase II (Construction - Unmitigated)****Riverside-South Coast County, Annual****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses                        | Size   | Metric   | Lot Acreage | Floor Surface Area | Population |
|----------------------------------|--------|----------|-------------|--------------------|------------|
| Manufacturing                    | 33.06  | 1000sqft | 0.76        | 33,060.00          | 0          |
| Refrigerated Warehouse-No Rail   | 33.06  | 1000sqft | 0.76        | 33,060.00          | 0          |
| Unrefrigerated Warehouse-No Rail | 154.27 | 1000sqft | 3.54        | 154,270.00         | 0          |
| Other Asphalt Surfaces           | 173.37 | 1000sqft | 3.98        | 173,366.00         | 0          |
| Parking Lot                      | 134.00 | Space    | 0.94        | 41,076.00          | 0          |

**1.2 Other Project Characteristics**

|                                 |                            |                                 |       |                                  |       |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>             | Urban                      | <b>Wind Speed (m/s)</b>         | 2.4   | <b>Precipitation Freq (Days)</b> | 28    |
| <b>Climate Zone</b>             | 10                         |                                 |       | <b>Operational Year</b>          | 2023  |
| <b>Utility Company</b>          | Southern California Edison |                                 |       |                                  |       |
| <b>CO2 Intensity (lb/MW hr)</b> | 390.98                     | <b>CH4 Intensity (lb/MW hr)</b> | 0.033 | <b>N2O Intensity (lb/MW hr)</b>  | 0.004 |

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

Project Characteristics -

Land Use - Total Project area is 9.98 acres

Construction Phase - Construction anticipated to begin August 2022 and end in July 2023

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 - Crawler Tractors used in lieu of Tractors/Loaders/Backhoes

Off-road Equipment -

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

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

Trips and VMT - Vendor Trips adjusted based on CalEEMod defaults for Building Construction and number of days for Site Preparation, Grading, and Building Construction

Grading - This analysis conservatively assumes that the entire Project site (approximately 10 acres) can be disturbed per day

Architectural Coating - Rule 1113

Vehicle Trips - 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

| Table Name              | Column Name                | Default Value | New Value |
|-------------------------|----------------------------|---------------|-----------|
| tblArchitecturalCoating | EF_Nonresidential_Exterior | 100.00        | 50.00     |
| tblConstructionPhase    | NumDays                    | 20.00         | 40.00     |
| tblEnergyUse            | LightingElect              | 2.93          | 0.00      |
| tblEnergyUse            | LightingElect              | 0.35          | 0.00      |
| tblEnergyUse            | LightingElect              | 2.37          | 0.00      |
| tblEnergyUse            | LightingElect              | 1.17          | 0.00      |
| tblEnergyUse            | NT24E                      | 5.02          | 0.00      |
| tblEnergyUse            | NT24E                      | 36.52         | 0.00      |
| tblEnergyUse            | NT24E                      | 0.82          | 0.00      |
| tblEnergyUse            | NT24NG                     | 17.13         | 0.00      |
| tblEnergyUse            | NT24NG                     | 48.51         | 0.00      |
| tblEnergyUse            | NT24NG                     | 0.03          | 0.00      |
| tblEnergyUse            | T24E                       | 1.97          | 0.00      |
| tblEnergyUse            | T24E                       | 0.95          | 0.00      |
| tblEnergyUse            | T24E                       | 0.33          | 0.00      |
| tblEnergyUse            | T24NG                      | 15.20         | 0.00      |
| tblEnergyUse            | T24NG                      | 3.22          | 0.00      |
| tblEnergyUse            | T24NG                      | 1.98          | 0.00      |
| tblGrading              | AcresOfGrading             | 50.00         | 200.00    |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

|                     |                            |           |           |
|---------------------|----------------------------|-----------|-----------|
| tblGrading          | AcresOfGrading             | 35.00     | 100.00    |
| tblLandUse          | LandUseSquareFeet          | 53,600.00 | 41,076.00 |
| tblLandUse          | LotAcreage                 | 1.21      | 0.94      |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00      | 0.00      |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00      | 0.00      |
| 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   | 40.99     | 0.00      |
| tblSolidWaste       | SolidWasteGenerationRate   | 31.08     | 0.00      |
| tblSolidWaste       | SolidWasteGenerationRate   | 145.01    | 0.00      |
| tblTripsAndVMT      | VendorTripNumber           | 0.00      | 3.00      |
| tblTripsAndVMT      | VendorTripNumber           | 0.00      | 5.00      |
| tblTripsAndVMT      | VendorTripNumber           | 71.00     | 63.00     |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TL                      | 8.40      | 0.00      |
| tblVehicleTrips     | CC_TTP                     | 28.00     | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TL                     | 6.90      | 0.00      |
| tblVehicleTrips     | CNW_TTP                    | 13.00     | 0.00      |
| tblVehicleTrips     | CNW_TTP                    | 41.00     | 0.00      |
| tblVehicleTrips     | CNW_TTP                    | 41.00     | 0.00      |



## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

|                 |                    |               |      |
|-----------------|--------------------|---------------|------|
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TL              | 16.60         | 0.00 |
| tblVehicleTrips | CW_TTP             | 59.00         | 0.00 |
| tblVehicleTrips | CW_TTP             | 59.00         | 0.00 |
| tblVehicleTrips | CW_TTP             | 59.00         | 0.00 |
| tblVehicleTrips | DV_TP              | 5.00          | 0.00 |
| tblVehicleTrips | DV_TP              | 5.00          | 0.00 |
| tblVehicleTrips | DV_TP              | 5.00          | 0.00 |
| tblVehicleTrips | PB_TP              | 3.00          | 0.00 |
| tblVehicleTrips | PB_TP              | 3.00          | 0.00 |
| tblVehicleTrips | PB_TP              | 3.00          | 0.00 |
| tblVehicleTrips | PR_TP              | 92.00         | 0.00 |
| tblVehicleTrips | PR_TP              | 92.00         | 0.00 |
| tblVehicleTrips | PR_TP              | 92.00         | 0.00 |
| tblVehicleTrips | ST_TR              | 6.42          | 0.00 |
| tblVehicleTrips | ST_TR              | 2.12          | 0.00 |
| tblVehicleTrips | ST_TR              | 1.74          | 0.00 |
| tblVehicleTrips | SU_TR              | 5.09          | 0.00 |
| tblVehicleTrips | SU_TR              | 2.12          | 0.00 |
| tblVehicleTrips | SU_TR              | 1.74          | 0.00 |
| tblVehicleTrips | WD_TR              | 3.93          | 0.00 |
| tblVehicleTrips | WD_TR              | 2.12          | 0.00 |
| tblVehicleTrips | WD_TR              | 1.74          | 0.00 |
| tblWater        | IndoorWaterUseRate | 7,645,125.00  | 0.00 |
| tblWater        | IndoorWaterUseRate | 7,645,125.00  | 0.00 |
| tblWater        | IndoorWaterUseRate | 35,674,937.50 | 0.00 |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.0 Emissions Summary****2.1 Overall Construction****Unmitigated Construction**

|         | ROG     | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O         | CO2e     |
|---------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|-------------|----------|
| Year    | tons/yr |        |        |             |               |              |            |                |               |             | MT/yr    |           |           |        |             |          |
| 2022    | 0.1941  | 1.9164 | 1.2580 | 3.6300e-003 | 0.4091        | 0.0773       | 0.4863     | 0.1267         | 0.0718        | 0.1985      | 0.0000   | 323.6733  | 323.6733  | 0.0633 | 8.5400e-003 | 327.7983 |
| 2023    | 1.1895  | 2.2991 | 2.0185 | 5.6900e-003 | 0.1905        | 0.0929       | 0.2834     | 0.0513         | 0.0867        | 0.1380      | 0.0000   | 509.5452  | 509.5452  | 0.0863 | 0.0150      | 516.1715 |
| Maximum | 1.1895  | 2.2991 | 2.0185 | 5.6900e-003 | 0.4091        | 0.0929       | 0.4863     | 0.1267         | 0.0867        | 0.1985      | 0.0000   | 509.5452  | 509.5452  | 0.0863 | 0.0150      | 516.1715 |

**Mitigated Construction**

|         | ROG     | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O         | CO2e     |
|---------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|-------------|----------|
| Year    | tons/yr |        |        |             |               |              |            |                |               |             | MT/yr    |           |           |        |             |          |
| 2022    | 0.1941  | 1.9164 | 1.2580 | 3.6300e-003 | 0.2202        | 0.0773       | 0.2975     | 0.0658         | 0.0718        | 0.1376      | 0.0000   | 323.6730  | 323.6730  | 0.0633 | 8.5400e-003 | 327.7980 |
| 2023    | 1.1895  | 2.2991 | 2.0185 | 5.6900e-003 | 0.1905        | 0.0929       | 0.2834     | 0.0513         | 0.0867        | 0.1380      | 0.0000   | 509.5448  | 509.5448  | 0.0863 | 0.0150      | 516.1712 |
| Maximum | 1.1895  | 2.2991 | 2.0185 | 5.6900e-003 | 0.2202        | 0.0929       | 0.2975     | 0.0658         | 0.0867        | 0.1380      | 0.0000   | 509.5448  | 509.5448  | 0.0863 | 0.0150      | 516.1712 |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

|                   | ROG  | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4  | N2O  | CO2e |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 31.50         | 0.00         | 24.54      | 34.25          | 0.00          | 18.11       | 0.00     | 0.00     | 0.00      | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date   | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|----------------------------------------------|--------------------------------------------|
| 1       | 8-1-2022   | 10-31-2022 | 1.2866                                       | 1.2866                                     |
| 2       | 11-1-2022  | 1-31-2023  | 1.1528                                       | 1.1528                                     |
| 3       | 2-1-2023   | 4-30-2023  | 1.0181                                       | 1.0181                                     |
| 4       | 5-1-2023   | 7-31-2023  | 2.0604                                       | 2.0604                                     |
|         |            | Highest    | 2.0604                                       | 2.0604                                     |

## 2.2 Overall Operational

Unmitigated Operational

|          | ROG     | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O    | CO2e   |
|----------|---------|-------------|-------------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| Category | tons/yr |             |             |        |               |              |             |                |               |             | MT/yr    |           |           |             |        |        |
| Area     | 0.9160  | 6.0000e-005 | 6.7300e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 | 0.0000   | 0.0131    | 0.0131    | 3.0000e-005 | 0.0000 | 0.0140 |
| 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      | 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    | 0.9160  | 6.0000e-005 | 6.7300e-003 | 0.0000 | 0.0000        | 2.0000e-005  | 2.0000e-005 | 0.0000         | 2.0000e-005   | 2.0000e-005 | 0.0000   | 0.0131    | 0.0131    | 3.0000e-005 | 0.0000 | 0.0140 |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

## 2.2 Overall Operational

Mitigated Operational

|              | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|--------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category     | tons/yr       |                    |                    |               |               |                    |                    |                |                    |                    | MT/yr         |               |               |                    |               |               |
| Area         | 0.9160        | 6.0000e-005        | 6.7300e-003        | 0.0000        |               | 2.0000e-005        | 2.0000e-005        |                | 2.0000e-005        | 2.0000e-005        | 0.0000        | 0.0131        | 0.0131        | 3.0000e-005        | 0.0000        | 0.0140        |
| 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             | 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        |
| <b>Total</b> | <b>0.9160</b> | <b>6.0000e-005</b> | <b>6.7300e-003</b> | <b>0.0000</b> | <b>0.0000</b> | <b>2.0000e-005</b> | <b>2.0000e-005</b> | <b>0.0000</b>  | <b>2.0000e-005</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>0.0131</b> | <b>0.0131</b> | <b>3.0000e-005</b> | <b>0.0000</b> | <b>0.0140</b> |

|                          | ROG         | NOx         | CO          | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2    | NBio- CO2   | Total CO2   | CH4         | N2O         | CO2e        |
|--------------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Percent Reduction</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b>   | <b>0.00</b>  | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |

## 3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name            | Phase Type            | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|-----------|---------------|----------|-------------------|
| 1            | Site Preparation      | Site Preparation      | 8/1/2022   | 8/12/2022 | 5             | 10       |                   |
| 2            | Grading               | Grading               | 8/13/2022  | 9/9/2022  | 5             | 20       |                   |
| 3            | Building Construction | Building Construction | 9/10/2022  | 7/28/2023 | 5             | 230      |                   |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

|   |                       |                       |          |           |   |    |
|---|-----------------------|-----------------------|----------|-----------|---|----|
| 4 | Architectural Coating | Architectural Coating | 6/5/2023 | 7/28/2023 | 5 | 40 |
| 5 | Paving                | Paving                | 7/3/2023 | 7/28/2023 | 5 | 20 |

**Acres of Grading (Site Preparation Phase): 100****Acres of Grading (Grading Phase): 200****Acres of Paving: 4.92****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 330,585; Non-Residential Outdoor: 110,195; Striped Parking Area: 12,867 (Architectural Coating – sqft)****OffRoad Equipment**

| 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          | 3      | 8.00        | 212         | 0.43        |
| Grading               | Excavators                | 1      | 8.00        | 158         | 0.38        |
| Grading               | Graders                   | 1      | 8.00        | 187         | 0.41        |
| Grading               | Rubber Tired Dozers       | 1      | 8.00        | 247         | 0.40        |
| Grading               | Tractors/Loaders/Backhoes | 0      | 8.00        | 97          | 0.37        |
| Building Construction | Cranes                    | 1      | 8.00        | 231         | 0.29        |
| Building Construction | Crawler Tractors          | 3      | 8.00        | 212         | 0.43        |
| Building Construction | Forklifts                 | 3      | 8.00        | 89          | 0.20        |
| Building Construction | Generator Sets            | 1      | 8.00        | 84          | 0.74        |
| Building Construction | Tractors/Loaders/Backhoes | 0      | 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        |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

| Phase Name            | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|-----------------------|-------------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|----------------------|----------------------|-----------------------|
| Site Preparation      | 7                       | 18.00              | 3.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Grading               | 6                       | 15.00              | 5.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Building Construction | 9                       | 183.00             | 63.00              | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Paving                | 6                       | 15.00              | 0.00               | 0.00                | 14.70              | 6.90               | 20.00               | LD_Mix               | HDT_Mix              | HHDT                  |
| Architectural Coating | 1                       | 37.00              | 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 - 2022****Unmitigated Construction On-Site**

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|--------------------|---------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category      | tons/yr       |               |               |                    |               |               |               |                |                    |               | MT/yr         |                |                |                    |               |                |
| Fugitive Dust |               |               |               |                    | 0.1434        | 0.0000        | 0.1434        | 0.0554         | 0.0000             | 0.0554        | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| Off-Road      | 0.0224        | 0.2521        | 0.1000        | 2.8000e-004        |               | 0.0108        | 0.0108        |                | 9.9300e-003        | 9.9300e-003   | 0.0000        | 25.0258        | 25.0258        | 8.0900e-003        | 0.0000        | 25.2281        |
| <b>Total</b>  | <b>0.0224</b> | <b>0.2521</b> | <b>0.1000</b> | <b>2.8000e-004</b> | <b>0.1434</b> | <b>0.0108</b> | <b>0.1542</b> | <b>0.0554</b>  | <b>9.9300e-003</b> | <b>0.0653</b> | <b>0.0000</b> | <b>25.0258</b> | <b>25.0258</b> | <b>8.0900e-003</b> | <b>0.0000</b> | <b>25.2281</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

## 3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Vendor       | 2.0000e-005        | 6.7000e-004        | 2.2000e-004        | 0.0000             | 9.0000e-005        | 1.0000e-005        | 1.0000e-004        | 3.0000e-005        | 1.0000e-005        | 4.0000e-005        | 0.0000        | 0.2627        | 0.2627        | 0.0000             | 4.0000e-005        | 0.2744        |
| Worker       | 3.1000e-004        | 2.4000e-004        | 3.0700e-003        | 1.0000e-005        | 9.9000e-004        | 1.0000e-005        | 9.9000e-004        | 2.6000e-004        | 0.0000             | 2.7000e-004        | 0.0000        | 0.7822        | 0.7822        | 2.0000e-005        | 2.0000e-005        | 0.7892        |
| <b>Total</b> | <b>3.3000e-004</b> | <b>9.1000e-004</b> | <b>3.2900e-003</b> | <b>1.0000e-005</b> | <b>1.0800e-003</b> | <b>2.0000e-005</b> | <b>1.0900e-003</b> | <b>2.9000e-004</b> | <b>1.0000e-005</b> | <b>3.1000e-004</b> | <b>0.0000</b> | <b>1.0449</b> | <b>1.0449</b> | <b>2.0000e-005</b> | <b>6.0000e-005</b> | <b>1.0635</b> |

Mitigated Construction On-Site

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|--------------------|---------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category      | tons/yr       |               |               |                    |               |               |               |                |                    |               | MT/yr         |                |                |                    |               |                |
| Fugitive Dust |               |               |               |                    | 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      | 0.0224        | 0.2521        | 0.1000        | 2.8000e-004        |               | 0.0108        | 0.0108        |                | 9.9300e-003        | 9.9300e-003   | 0.0000        | 25.0257        | 25.0257        | 8.0900e-003        | 0.0000        | 25.2281        |
| <b>Total</b>  | <b>0.0224</b> | <b>0.2521</b> | <b>0.1000</b> | <b>2.8000e-004</b> | <b>0.0559</b> | <b>0.0108</b> | <b>0.0667</b> | <b>0.0216</b>  | <b>9.9300e-003</b> | <b>0.0315</b> | <b>0.0000</b> | <b>25.0257</b> | <b>25.0257</b> | <b>8.0900e-003</b> | <b>0.0000</b> | <b>25.2281</b> |

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

## 3.2 Site Preparation - 2022

Mitigated Construction Off-Site

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Vendor       | 2.0000e-005        | 6.7000e-004        | 2.2000e-004        | 0.0000             | 9.0000e-005        | 1.0000e-005        | 1.0000e-004        | 3.0000e-005        | 1.0000e-005        | 4.0000e-005        | 0.0000        | 0.2627        | 0.2627        | 0.0000             | 4.0000e-005        | 0.2744        |
| Worker       | 3.1000e-004        | 2.4000e-004        | 3.0700e-003        | 1.0000e-005        | 9.9000e-004        | 1.0000e-005        | 9.9000e-004        | 2.6000e-004        | 0.0000             | 2.7000e-004        | 0.0000        | 0.7822        | 0.7822        | 2.0000e-005        | 2.0000e-005        | 0.7892        |
| <b>Total</b> | <b>3.3000e-004</b> | <b>9.1000e-004</b> | <b>3.2900e-003</b> | <b>1.0000e-005</b> | <b>1.0800e-003</b> | <b>2.0000e-005</b> | <b>1.0900e-003</b> | <b>2.9000e-004</b> | <b>1.0000e-005</b> | <b>3.1000e-004</b> | <b>0.0000</b> | <b>1.0449</b> | <b>1.0449</b> | <b>2.0000e-005</b> | <b>6.0000e-005</b> | <b>1.0635</b> |

## 3.3 Grading - 2022

Unmitigated Construction On-Site

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2      | Total CO2      | CH4           | N2O           | CO2e           |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| Category      | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                |                |               |               |                |
| Fugitive Dust |               |               |               |                    | 0.1663        | 0.0000        | 0.1663        | 0.0446         | 0.0000        | 0.0446        | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000         |
| Off-Road      | 0.0293        | 0.3385        | 0.1550        | 4.4000e-004        |               | 0.0135        | 0.0135        |                | 0.0124        | 0.0124        | 0.0000        | 38.5139        | 38.5139        | 0.0125        | 0.0000        | 38.8253        |
| <b>Total</b>  | <b>0.0293</b> | <b>0.3385</b> | <b>0.1550</b> | <b>4.4000e-004</b> | <b>0.1663</b> | <b>0.0135</b> | <b>0.1798</b> | <b>0.0446</b>  | <b>0.0124</b> | <b>0.0570</b> | <b>0.0000</b> | <b>38.5139</b> | <b>38.5139</b> | <b>0.0125</b> | <b>0.0000</b> | <b>38.8253</b> |



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

## 3.3 Grading - 2022

Unmitigated Construction Off-Site

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 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       | 8.0000e-005        | 2.2200e-003        | 7.5000e-004        | 1.0000e-005        | 3.2000e-004        | 3.0000e-005        | 3.5000e-004        | 9.0000e-005        | 3.0000e-005        | 1.2000e-004        | 0.0000        | 0.8756        | 0.8756        | 1.0000e-005        | 1.3000e-004        | 0.9145        |
| Worker       | 5.2000e-004        | 4.1000e-004        | 5.1100e-003        | 1.0000e-005        | 1.6500e-003        | 1.0000e-005        | 1.6600e-003        | 4.4000e-004        | 1.0000e-005        | 4.5000e-004        | 0.0000        | 1.3037        | 1.3037        | 3.0000e-005        | 4.0000e-005        | 1.3153        |
| <b>Total</b> | <b>6.0000e-004</b> | <b>2.6300e-003</b> | <b>5.8600e-003</b> | <b>2.0000e-005</b> | <b>1.9700e-003</b> | <b>4.0000e-005</b> | <b>2.0100e-003</b> | <b>5.3000e-004</b> | <b>4.0000e-005</b> | <b>5.7000e-004</b> | <b>0.0000</b> | <b>2.1793</b> | <b>2.1793</b> | <b>4.0000e-005</b> | <b>1.7000e-004</b> | <b>2.2298</b> |

Mitigated Construction On-Site

|               | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2      | Total CO2      | CH4           | N2O           | CO2e           |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| Category      | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                |                |               |               |                |
| Fugitive Dust |               |               |               |                    | 0.0649        | 0.0000        | 0.0649        | 0.0174         | 0.0000        | 0.0174        | 0.0000        | 0.0000         | 0.0000         | 0.0000        | 0.0000        | 0.0000         |
| Off-Road      | 0.0293        | 0.3385        | 0.1550        | 4.4000e-004        |               | 0.0135        | 0.0135        |                | 0.0124        | 0.0124        | 0.0000        | 38.5138        | 38.5138        | 0.0125        | 0.0000        | 38.8252        |
| <b>Total</b>  | <b>0.0293</b> | <b>0.3385</b> | <b>0.1550</b> | <b>4.4000e-004</b> | <b>0.0649</b> | <b>0.0135</b> | <b>0.0784</b> | <b>0.0174</b>  | <b>0.0124</b> | <b>0.0298</b> | <b>0.0000</b> | <b>38.5138</b> | <b>38.5138</b> | <b>0.0125</b> | <b>0.0000</b> | <b>38.8252</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

## 3.3 Grading - 2022

Mitigated Construction Off-Site

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 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       | 8.0000e-005        | 2.2200e-003        | 7.5000e-004        | 1.0000e-005        | 3.2000e-004        | 3.0000e-005        | 3.5000e-004        | 9.0000e-005        | 3.0000e-005        | 1.2000e-004        | 0.0000        | 0.8756        | 0.8756        | 1.0000e-005        | 1.3000e-004        | 0.9145        |
| Worker       | 5.2000e-004        | 4.1000e-004        | 5.1100e-003        | 1.0000e-005        | 1.6500e-003        | 1.0000e-005        | 1.6600e-003        | 4.4000e-004        | 1.0000e-005        | 4.5000e-004        | 0.0000        | 1.3037        | 1.3037        | 3.0000e-005        | 4.0000e-005        | 1.3153        |
| <b>Total</b> | <b>6.0000e-004</b> | <b>2.6300e-003</b> | <b>5.8600e-003</b> | <b>2.0000e-005</b> | <b>1.9700e-003</b> | <b>4.0000e-005</b> | <b>2.0100e-003</b> | <b>5.3000e-004</b> | <b>4.0000e-005</b> | <b>5.7000e-004</b> | <b>0.0000</b> | <b>2.1793</b> | <b>2.1793</b> | <b>4.0000e-005</b> | <b>1.7000e-004</b> | <b>2.2298</b> |

## 3.4 Building Construction - 2022

Unmitigated Construction On-Site

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |               |                 |
| Off-Road     | 0.1119        | 1.1906        | 0.7068        | 1.7200e-003        |               | 0.0510        | 0.0510        |                | 0.0476        | 0.0476        | 0.0000        | 149.1605        | 149.1605        | 0.0405        | 0.0000        | 150.1722        |
| <b>Total</b> | <b>0.1119</b> | <b>1.1906</b> | <b>0.7068</b> | <b>1.7200e-003</b> |               | <b>0.0510</b> | <b>0.0510</b> |                | <b>0.0476</b> | <b>0.0476</b> | <b>0.0000</b> | <b>149.1605</b> | <b>149.1605</b> | <b>0.0405</b> | <b>0.0000</b> | <b>150.1722</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.4 Building Construction - 2022****Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |                    |               |                |                    |               | MT/yr         |                 |                 |                    |                    |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Vendor       | 4.0000e-003   | 0.1119        | 0.0377        | 4.6000e-004        | 0.0159        | 1.5400e-003        | 0.0175        | 4.5900e-003    | 1.4700e-003        | 6.0600e-003   | 0.0000        | 44.1296         | 44.1296         | 4.6000e-004        | 6.5500e-003        | 46.0926         |
| Worker       | 0.0256        | 0.0199        | 0.2494        | 6.9000e-004        | 0.0805        | 4.1000e-004        | 0.0809        | 0.0214         | 3.8000e-004        | 0.0217        | 0.0000        | 63.6194         | 63.6194         | 1.7000e-003        | 1.7600e-003        | 64.1867         |
| <b>Total</b> | <b>0.0296</b> | <b>0.1318</b> | <b>0.2870</b> | <b>1.1500e-003</b> | <b>0.0964</b> | <b>1.9500e-003</b> | <b>0.0983</b> | <b>0.0260</b>  | <b>1.8500e-003</b> | <b>0.0278</b> | <b>0.0000</b> | <b>107.7490</b> | <b>107.7490</b> | <b>2.1600e-003</b> | <b>8.3100e-003</b> | <b>110.2793</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |               |                 |
| Off-Road     | 0.1119        | 1.1906        | 0.7068        | 1.7200e-003        |               | 0.0510        | 0.0510        |                | 0.0476        | 0.0476        | 0.0000        | 149.1603        | 149.1603        | 0.0405        | 0.0000        | 150.1720        |
| <b>Total</b> | <b>0.1119</b> | <b>1.1906</b> | <b>0.7068</b> | <b>1.7200e-003</b> |               | <b>0.0510</b> | <b>0.0510</b> |                | <b>0.0476</b> | <b>0.0476</b> | <b>0.0000</b> | <b>149.1603</b> | <b>149.1603</b> | <b>0.0405</b> | <b>0.0000</b> | <b>150.1720</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.4 Building Construction - 2022****Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |                    |               |                |                    |               | MT/yr         |                 |                 |                    |                    |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Vendor       | 4.0000e-003   | 0.1119        | 0.0377        | 4.6000e-004        | 0.0159        | 1.5400e-003        | 0.0175        | 4.5900e-003    | 1.4700e-003        | 6.0600e-003   | 0.0000        | 44.1296         | 44.1296         | 4.6000e-004        | 6.5500e-003        | 46.0926         |
| Worker       | 0.0256        | 0.0199        | 0.2494        | 6.9000e-004        | 0.0805        | 4.1000e-004        | 0.0809        | 0.0214         | 3.8000e-004        | 0.0217        | 0.0000        | 63.6194         | 63.6194         | 1.7000e-003        | 1.7600e-003        | 64.1867         |
| <b>Total</b> | <b>0.0296</b> | <b>0.1318</b> | <b>0.2870</b> | <b>1.1500e-003</b> | <b>0.0964</b> | <b>1.9500e-003</b> | <b>0.0983</b> | <b>0.0260</b>  | <b>1.8500e-003</b> | <b>0.0278</b> | <b>0.0000</b> | <b>107.7490</b> | <b>107.7490</b> | <b>2.1600e-003</b> | <b>8.3100e-003</b> | <b>110.2793</b> |

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

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |               |                 |
| Off-Road     | 0.1914        | 1.9653        | 1.3010        | 3.2200e-003        |               | 0.0838        | 0.0838        |                | 0.0782        | 0.0782        | 0.0000        | 279.5199        | 279.5199        | 0.0755        | 0.0000        | 281.4082        |
| <b>Total</b> | <b>0.1914</b> | <b>1.9653</b> | <b>1.3010</b> | <b>3.2200e-003</b> |               | <b>0.0838</b> | <b>0.0838</b> |                | <b>0.0782</b> | <b>0.0782</b> | <b>0.0000</b> | <b>279.5199</b> | <b>279.5199</b> | <b>0.0755</b> | <b>0.0000</b> | <b>281.4082</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.4 Building Construction - 2023****Unmitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4                | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-----------------|-----------------|--------------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |                    |               |                |                    |               | MT/yr         |                 |                 |                    |               |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000             | 0.0000        | 0.0000          |
| Vendor       | 5.1200e-003   | 0.1620        | 0.0645        | 8.3000e-004        | 0.0299        | 1.3500e-003        | 0.0312        | 8.6100e-003    | 1.2900e-003        | 9.9000e-003   | 0.0000        | 79.4984         | 79.4984         | 8.0000e-004        | 0.0118        | 83.0215         |
| Worker       | 0.0446        | 0.0330        | 0.4309        | 1.2500e-003        | 0.1509        | 7.2000e-004        | 0.1516        | 0.0401         | 6.6000e-004        | 0.0407        | 0.0000        | 116.1590        | 116.1590        | 2.8600e-003        | 3.0500e-003   | 117.1384        |
| <b>Total</b> | <b>0.0497</b> | <b>0.1950</b> | <b>0.4954</b> | <b>2.0800e-003</b> | <b>0.1807</b> | <b>2.0700e-003</b> | <b>0.1828</b> | <b>0.0487</b>  | <b>1.9500e-003</b> | <b>0.0506</b> | <b>0.0000</b> | <b>195.6574</b> | <b>195.6574</b> | <b>3.6600e-003</b> | <b>0.0148</b> | <b>200.1598</b> |

**Mitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr         |                 |                 |               |               |                 |
| Off-Road     | 0.1914        | 1.9653        | 1.3010        | 3.2200e-003        |               | 0.0838        | 0.0838        |                | 0.0782        | 0.0782        | 0.0000        | 279.5196        | 279.5196        | 0.0755        | 0.0000        | 281.4079        |
| <b>Total</b> | <b>0.1914</b> | <b>1.9653</b> | <b>1.3010</b> | <b>3.2200e-003</b> |               | <b>0.0838</b> | <b>0.0838</b> |                | <b>0.0782</b> | <b>0.0782</b> | <b>0.0000</b> | <b>279.5196</b> | <b>279.5196</b> | <b>0.0755</b> | <b>0.0000</b> | <b>281.4079</b> |

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

## 3.4 Building Construction - 2023

Mitigated Construction Off-Site

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4                | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-----------------|-----------------|--------------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |                    |               |                |                    |               | MT/yr         |                 |                 |                    |               |                 |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000             | 0.0000        | 0.0000         | 0.0000             | 0.0000        | 0.0000        | 0.0000          | 0.0000          | 0.0000             | 0.0000        | 0.0000          |
| Vendor       | 5.1200e-003   | 0.1620        | 0.0645        | 8.3000e-004        | 0.0299        | 1.3500e-003        | 0.0312        | 8.6100e-003    | 1.2900e-003        | 9.9000e-003   | 0.0000        | 79.4984         | 79.4984         | 8.0000e-004        | 0.0118        | 83.0215         |
| Worker       | 0.0446        | 0.0330        | 0.4309        | 1.2500e-003        | 0.1509        | 7.2000e-004        | 0.1516        | 0.0401         | 6.6000e-004        | 0.0407        | 0.0000        | 116.1590        | 116.1590        | 2.8600e-003        | 3.0500e-003   | 117.1384        |
| <b>Total</b> | <b>0.0497</b> | <b>0.1950</b> | <b>0.4954</b> | <b>2.0800e-003</b> | <b>0.1807</b> | <b>2.0700e-003</b> | <b>0.1828</b> | <b>0.0487</b>  | <b>1.9500e-003</b> | <b>0.0506</b> | <b>0.0000</b> | <b>195.6574</b> | <b>195.6574</b> | <b>3.6600e-003</b> | <b>0.0148</b> | <b>200.1598</b> |

## 3.5 Architectural Coating - 2023

Unmitigated Construction On-Site

|                 | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|-----------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category        | tons/yr       |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |               |               |                    |               |               |
| Archit. Coating | 0.9236        |               |               |                    |               | 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        | 0.0000        | 6.8087        | 6.8087        | 4.1000e-004        | 0.0000        | 6.8189        |
| <b>Total</b>    | <b>0.9288</b> | <b>0.0348</b> | <b>0.0483</b> | <b>8.0000e-005</b> |               | <b>1.8900e-003</b> | <b>1.8900e-003</b> |                | <b>1.8900e-003</b> | <b>1.8900e-003</b> | <b>0.0000</b> | <b>6.8087</b> | <b>6.8087</b> | <b>4.1000e-004</b> | <b>0.0000</b> | <b>6.8189</b> |

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

## 3.5 Architectural Coating - 2023

Unmitigated Construction Off-Site

|              | ROG                | NOx                | CO            | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |               |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Worker       | 2.4000e-003        | 1.7800e-003        | 0.0232        | 7.0000e-005        | 8.1300e-003        | 4.0000e-005        | 8.1700e-003        | 2.1600e-003        | 4.0000e-005        | 2.2000e-003        | 0.0000        | 6.2629        | 6.2629        | 1.5000e-004        | 1.6000e-004        | 6.3157        |
| <b>Total</b> | <b>2.4000e-003</b> | <b>1.7800e-003</b> | <b>0.0232</b> | <b>7.0000e-005</b> | <b>8.1300e-003</b> | <b>4.0000e-005</b> | <b>8.1700e-003</b> | <b>2.1600e-003</b> | <b>4.0000e-005</b> | <b>2.2000e-003</b> | <b>0.0000</b> | <b>6.2629</b> | <b>6.2629</b> | <b>1.5000e-004</b> | <b>1.6000e-004</b> | <b>6.3157</b> |

Mitigated Construction On-Site

|                 | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|-----------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| Category        | tons/yr       |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |               |               |                    |               |               |
| Archit. Coating | 0.9236        |               |               |                    |               | 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        | 0.0000        | 6.8087        | 6.8087        | 4.1000e-004        | 0.0000        | 6.8189        |
| <b>Total</b>    | <b>0.9288</b> | <b>0.0348</b> | <b>0.0483</b> | <b>8.0000e-005</b> |               | <b>1.8900e-003</b> | <b>1.8900e-003</b> |                | <b>1.8900e-003</b> | <b>1.8900e-003</b> | <b>0.0000</b> | <b>6.8087</b> | <b>6.8087</b> | <b>4.1000e-004</b> | <b>0.0000</b> | <b>6.8189</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

## 3.5 Architectural Coating - 2023

Mitigated Construction Off-Site

|              | ROG                | NOx                | CO            | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |               |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Worker       | 2.4000e-003        | 1.7800e-003        | 0.0232        | 7.0000e-005        | 8.1300e-003        | 4.0000e-005        | 8.1700e-003        | 2.1600e-003        | 4.0000e-005        | 2.2000e-003        | 0.0000        | 6.2629        | 6.2629        | 1.5000e-004        | 1.6000e-004        | 6.3157        |
| <b>Total</b> | <b>2.4000e-003</b> | <b>1.7800e-003</b> | <b>0.0232</b> | <b>7.0000e-005</b> | <b>8.1300e-003</b> | <b>4.0000e-005</b> | <b>8.1700e-003</b> | <b>2.1600e-003</b> | <b>4.0000e-005</b> | <b>2.2000e-003</b> | <b>0.0000</b> | <b>6.2629</b> | <b>6.2629</b> | <b>1.5000e-004</b> | <b>1.6000e-004</b> | <b>6.3157</b> |

## 3.6 Paving - 2023

Unmitigated Construction On-Site

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category     | tons/yr       |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |               |                |
| Off-Road     | 0.0103        | 0.1019        | 0.1458        | 2.3000e-004        |               | 5.1000e-003        | 5.1000e-003        |                | 4.6900e-003        | 4.6900e-003        | 0.0000        | 20.0269        | 20.0269        | 6.4800e-003        | 0.0000        | 20.1888        |
| Paving       | 6.4500e-003   |               |               |                    |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| <b>Total</b> | <b>0.0168</b> | <b>0.1019</b> | <b>0.1458</b> | <b>2.3000e-004</b> |               | <b>5.1000e-003</b> | <b>5.1000e-003</b> |                | <b>4.6900e-003</b> | <b>4.6900e-003</b> | <b>0.0000</b> | <b>20.0269</b> | <b>20.0269</b> | <b>6.4800e-003</b> | <b>0.0000</b> | <b>20.1888</b> |



## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

## 3.6 Paving - 2023

Unmitigated Construction Off-Site

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Worker       | 4.9000e-004        | 3.6000e-004        | 4.7100e-003        | 1.0000e-005        | 1.6500e-003        | 1.0000e-005        | 1.6600e-003        | 4.4000e-004        | 1.0000e-005        | 4.5000e-004        | 0.0000        | 1.2695        | 1.2695        | 3.0000e-005        | 3.0000e-005        | 1.2802        |
| <b>Total</b> | <b>4.9000e-004</b> | <b>3.6000e-004</b> | <b>4.7100e-003</b> | <b>1.0000e-005</b> | <b>1.6500e-003</b> | <b>1.0000e-005</b> | <b>1.6600e-003</b> | <b>4.4000e-004</b> | <b>1.0000e-005</b> | <b>4.5000e-004</b> | <b>0.0000</b> | <b>1.2695</b> | <b>1.2695</b> | <b>3.0000e-005</b> | <b>3.0000e-005</b> | <b>1.2802</b> |

Mitigated Construction On-Site

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O           | CO2e           |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| Category     | tons/yr       |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |               |                |
| Off-Road     | 0.0103        | 0.1019        | 0.1458        | 2.3000e-004        |               | 5.1000e-003        | 5.1000e-003        |                | 4.6900e-003        | 4.6900e-003        | 0.0000        | 20.0268        | 20.0268        | 6.4800e-003        | 0.0000        | 20.1888        |
| Paving       | 6.4500e-003   |               |               |                    |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000        | 0.0000         |
| <b>Total</b> | <b>0.0168</b> | <b>0.1019</b> | <b>0.1458</b> | <b>2.3000e-004</b> |               | <b>5.1000e-003</b> | <b>5.1000e-003</b> |                | <b>4.6900e-003</b> | <b>4.6900e-003</b> | <b>0.0000</b> | <b>20.0268</b> | <b>20.0268</b> | <b>6.4800e-003</b> | <b>0.0000</b> | <b>20.1888</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.6 Paving - 2023****Mitigated Construction Off-Site**

|              | ROG                | NOx                | CO                 | SO2                | Fugitive PM10      | Exhaust PM10       | PM10 Total         | Fugitive PM2.5     | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O                | CO2e          |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|---------------|
| Category     | tons/yr            |                    |                    |                    |                    |                    |                    |                    |                    |                    | MT/yr         |               |               |                    |                    |               |
| Hauling      | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Vendor       | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        |
| Worker       | 4.9000e-004        | 3.6000e-004        | 4.7100e-003        | 1.0000e-005        | 1.6500e-003        | 1.0000e-005        | 1.6600e-003        | 4.4000e-004        | 1.0000e-005        | 4.5000e-004        | 0.0000        | 1.2695        | 1.2695        | 3.0000e-005        | 3.0000e-005        | 1.2802        |
| <b>Total</b> | <b>4.9000e-004</b> | <b>3.6000e-004</b> | <b>4.7100e-003</b> | <b>1.0000e-005</b> | <b>1.6500e-003</b> | <b>1.0000e-005</b> | <b>1.6600e-003</b> | <b>4.4000e-004</b> | <b>1.0000e-005</b> | <b>4.5000e-004</b> | <b>0.0000</b> | <b>1.2695</b> | <b>1.2695</b> | <b>3.0000e-005</b> | <b>3.0000e-005</b> | <b>1.2802</b> |

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

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

|             | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|-------------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Category    | tons/yr |        |        |        |               |              |            |                |               |             | 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**

|                                  | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|----------------------------------|-------------------------|----------|--------|-------------|------------|
| Land Use                         | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Manufacturing                    | 0.00                    | 0.00     | 0.00   |             |            |
| Other Asphalt Surfaces           | 0.00                    | 0.00     | 0.00   |             |            |
| Parking Lot                      | 0.00                    | 0.00     | 0.00   |             |            |
| Refrigerated Warehouse-No Rail   | 0.00                    | 0.00     | 0.00   |             |            |
| Unrefrigerated Warehouse-No Rail | 0.00                    | 0.00     | 0.00   |             |            |
| Total                            | 0.00                    | 0.00     | 0.00   |             |            |

**4.3 Trip Type Information**

|                             | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|-----------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| Land Use                    | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Manufacturing               | 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              | 0        | 0       |
| Parking Lot                 | 0.00       | 0.00       | 0.00        | 0.00       | 0.00       | 0.00        | 0              | 0        | 0       |
| Refrigerated Warehouse-No   | 0.00       | 0.00       | 0.00        | 0.00       | 0.00       | 0.00        | 0              | 0        | 0       |
| Unrefrigerated Warehouse-No | 0.00       | 0.00       | 0.00        | 0.00       | 0.00       | 0.00        | 0              | 0        | 0       |

**4.4 Fleet Mix**

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

## 5.0 Energy Detail

## 5.1 Mitigation Measures Energy

[illegible]

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

### Unmitigated

[illegible]

[illegible]

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.3 Energy by Land Use - Electricity****Unmitigated**

|                                  | Electricity Use | Total CO2     | CH4           | N2O           | CO2e          |
|----------------------------------|-----------------|---------------|---------------|---------------|---------------|
| Land Use                         | kWh/yr          | MT/yr         |               |               |               |
| Manufacturing                    | 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        |
| Refrigerated Warehouse-No Rail   | 0               | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Unrefrigerated Warehouse-No Rail | 0               | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b>                     |                 | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.3 Energy by Land Use - Electricity****Mitigated**

|                                  | Electricity Use | Total CO2     | CH4           | N2O           | CO2e          |
|----------------------------------|-----------------|---------------|---------------|---------------|---------------|
| Land Use                         | kWh/yr          | MT/yr         |               |               |               |
| Manufacturing                    | 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        |
| Refrigerated Warehouse-No Rail   | 0               | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Unrefrigerated Warehouse-No Rail | 0               | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b>                     |                 | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**6.0 Area Detail****6.1 Mitigation Measures Area**



## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

|             | ROG     | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O    | CO2e   |
|-------------|---------|-------------|-------------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| Category    | tons/yr |             |             |        |               |              |             |                |               |             | MT/yr    |           |           |             |        |        |
| Mitigated   | 0.9160  | 6.0000e-005 | 6.7300e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 | 0.0000   | 0.0131    | 0.0131    | 3.0000e-005 | 0.0000 | 0.0140 |
| Unmitigated | 0.9160  | 6.0000e-005 | 6.7300e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 | 0.0000   | 0.0131    | 0.0131    | 3.0000e-005 | 0.0000 | 0.0140 |

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

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| SubCategory           | tons/yr       |                    |                    |               |               |                    |                    |                |                    |                    | MT/yr         |               |               |                    |               |               |
| Architectural Coating | 0.1051        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Consumer Products     | 0.8102        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Landscaping           | 6.2000e-004   | 6.0000e-005        | 6.7300e-003        | 0.0000        |               | 2.0000e-005        | 2.0000e-005        |                | 2.0000e-005        | 2.0000e-005        | 0.0000        | 0.0131        | 0.0131        | 3.0000e-005        | 0.0000        | 0.0140        |
| <b>Total</b>          | <b>0.9160</b> | <b>6.0000e-005</b> | <b>6.7300e-003</b> | <b>0.0000</b> |               | <b>2.0000e-005</b> | <b>2.0000e-005</b> |                | <b>2.0000e-005</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>0.0131</b> | <b>0.0131</b> | <b>3.0000e-005</b> | <b>0.0000</b> | <b>0.0140</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****6.2 Area by SubCategory****Mitigated**

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2     | Total CO2     | CH4                | N2O           | CO2e          |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| SubCategory           | tons/yr       |                    |                    |               |               |                    |                    |                |                    |                    | MT/yr         |               |               |                    |               |               |
| Architectural Coating | 0.1051        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Consumer Products     | 0.8102        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000        | 0.0000        |
| Landscaping           | 6.2000e-004   | 6.0000e-005        | 6.7300e-003        | 0.0000        |               | 2.0000e-005        | 2.0000e-005        |                | 2.0000e-005        | 2.0000e-005        | 0.0000        | 0.0131        | 0.0131        | 3.0000e-005        | 0.0000        | 0.0140        |
| <b>Total</b>          | <b>0.9160</b> | <b>6.0000e-005</b> | <b>6.7300e-003</b> | <b>0.0000</b> |               | <b>2.0000e-005</b> | <b>2.0000e-005</b> |                | <b>2.0000e-005</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>0.0131</b> | <b>0.0131</b> | <b>3.0000e-005</b> | <b>0.0000</b> | <b>0.0140</b> |

**7.0 Water Detail****7.1 Mitigation Measures Water**

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

|             | 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         |               |               |               |
| Manufacturing                    | 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        |
| Refrigerated Warehouse-No Rail   | 0 / 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Unrefrigerated Warehouse-No Rail | 0 / 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b>                     |                    | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****7.2 Water by Land Use****Mitigated**

|                                  | Indoor/Outdoor Use | Total CO2     | CH4           | N2O           | CO2e          |
|----------------------------------|--------------------|---------------|---------------|---------------|---------------|
| Land Use                         | Mgal               | MT/yr         |               |               |               |
| Manufacturing                    | 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        |
| Refrigerated Warehouse-No Rail   | 0 / 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Unrefrigerated Warehouse-No Rail | 0 / 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b>                     |                    | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****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         |               |               |               |
| Manufacturing                    | 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        |
| Refrigerated Warehouse-No Rail   | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Unrefrigerated Warehouse-No Rail | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b>                     |                | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

## Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.2 Waste by Land Use****Mitigated**

|                                  | Waste Disposed | Total CO2     | CH4           | N2O           | CO2e          |
|----------------------------------|----------------|---------------|---------------|---------------|---------------|
| Land Use                         | tons           | MT/yr         |               |               |               |
| Manufacturing                    | 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        |
| Refrigerated Warehouse-No Rail   | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Unrefrigerated Warehouse-No Rail | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b>                     |                | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**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 |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

Moreno Valley Business Park - Phase II (Construction - Unmitigated) - Riverside-South Coast County, Annual

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

**User Defined Equipment**

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

**11.0 Vegetation**

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Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Summer

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

### Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations)

Riverside-South Coast County, Summer

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses                      | Size  | Metric            | Lot Acreage | Floor Surface Area | Population |
|--------------------------------|-------|-------------------|-------------|--------------------|------------|
| Refrigerated Warehouse-No Rail | 33.06 | 1000sqft          | 0.76        | 33,060.00          | 0          |
| User Defined Industrial        | 33.06 | User Defined Unit | 0.00        | 0.00               | 0          |

### 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/MWhr) | 390.98                     | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr)   | 0.004 |

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

Project Characteristics -

Land Use -

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

| Table Name           | Column Name  | Default Value | New Value |
|----------------------|--------------|---------------|-----------|
| tblConstructionPhase | NumDays      | 10.00         | 0.00      |
| tblConstructionPhase | PhaseEndDate | 8/12/2022     | 7/31/2022 |
| tblFleetMix          | HHD          | 0.02          | 0.00      |



## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Summer

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

|                     |                            |             |       |
|---------------------|----------------------------|-------------|-------|
| tblFleetMix         | HHD                        | 0.02        | 0.22  |
| tblFleetMix         | LDA                        | 0.53        | 0.58  |
| tblFleetMix         | LDA                        | 0.53        | 0.00  |
| tblFleetMix         | LDT1                       | 0.06        | 0.06  |
| tblFleetMix         | LDT1                       | 0.06        | 0.00  |
| tblFleetMix         | LDT2                       | 0.17        | 0.19  |
| tblFleetMix         | LDT2                       | 0.17        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.44  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.00  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.12  |
| tblFleetMix         | MCY                        | 0.02        | 0.03  |
| tblFleetMix         | MCY                        | 0.02        | 0.00  |
| tblFleetMix         | MDV                        | 0.14        | 0.15  |
| tblFleetMix         | MDV                        | 0.14        | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.22  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00        | 0.00  |
| tblVehicleTrips     | CW_TL                      | 16.60       | 40.00 |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Summer

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

|                 |        |      |        |
|-----------------|--------|------|--------|
| tblVehicleTrips | CW_TTP | 0.00 | 100.00 |
| tblVehicleTrips | PR_TP  | 0.00 | 100.00 |
| tblVehicleTrips | ST_TR  | 2.12 | 0.15   |
| tblVehicleTrips | ST_TR  | 0.00 | 0.05   |
| tblVehicleTrips | SU_TR  | 2.12 | 0.06   |
| tblVehicleTrips | SU_TR  | 0.00 | 0.02   |
| tblVehicleTrips | WD_TR  | 2.12 | 1.69   |
| tblVehicleTrips | WD_TR  | 0.00 | 0.54   |

**2.0 Emissions Summary**

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

### Unmitigated Construction

### Mitigated Construction

[illegible]

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.2 Overall Operational****Unmitigated Operational**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |               |                   |
| Area         | 0.7392        | 6.0000e-005   | 6.7500e-003   | 0.0000        |               | 2.0000e-005   | 2.0000e-005   |                | 2.0000e-005   | 2.0000e-005   |          | 0.0145            | 0.0145            | 4.0000e-005   |               | 0.0154            |
| Energy       | 0.0505        | 0.4594        | 0.3859        | 2.7600e-003   |               | 0.0349        | 0.0349        |                | 0.0349        | 0.0349        |          | 551.2309          | 551.2309          | 0.0106        | 0.0101        | 554.5066          |
| Mobile       | 0.2777        | 2.2908        | 3.0002        | 0.0173        | 1.1389        | 0.0245        | 1.1634        | 0.3145         | 0.0233        | 0.3378        |          | 1,797.4199        | 1,797.4199        | 0.0338        | 0.1702        | 1,848.9762        |
| <b>Total</b> | <b>1.0674</b> | <b>2.7502</b> | <b>3.3928</b> | <b>0.0200</b> | <b>1.1389</b> | <b>0.0594</b> | <b>1.1983</b> | <b>0.3145</b>  | <b>0.0582</b> | <b>0.3727</b> |          | <b>2,348.6652</b> | <b>2,348.6652</b> | <b>0.0444</b> | <b>0.1803</b> | <b>2,403.4982</b> |

**Mitigated Operational**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |               |                   |
| Area         | 0.7392        | 6.0000e-005   | 6.7500e-003   | 0.0000        |               | 2.0000e-005   | 2.0000e-005   |                | 2.0000e-005   | 2.0000e-005   |          | 0.0145            | 0.0145            | 4.0000e-005   |               | 0.0154            |
| Energy       | 0.0505        | 0.4594        | 0.3859        | 2.7600e-003   |               | 0.0349        | 0.0349        |                | 0.0349        | 0.0349        |          | 551.2309          | 551.2309          | 0.0106        | 0.0101        | 554.5066          |
| Mobile       | 0.2777        | 2.2908        | 3.0002        | 0.0173        | 1.1389        | 0.0245        | 1.1634        | 0.3145         | 0.0233        | 0.3378        |          | 1,797.4199        | 1,797.4199        | 0.0338        | 0.1702        | 1,848.9762        |
| <b>Total</b> | <b>1.0674</b> | <b>2.7502</b> | <b>3.3928</b> | <b>0.0200</b> | <b>1.1389</b> | <b>0.0594</b> | <b>1.1983</b> | <b>0.3145</b>  | <b>0.0582</b> | <b>0.3727</b> |          | <b>2,348.6652</b> | <b>2,348.6652</b> | <b>0.0444</b> | <b>0.1803</b> | <b>2,403.4982</b> |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Summer

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

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

## 3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|------------|------------|------------|-----------|---------------|----------|-------------------|
| 1            | Demolition | Demolition | 8/1/2022   | 7/31/2022 | 5             | 0        |                   |

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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 | Rubber Tired Dozers       | 0      | 1.00        | 247         | 0.40        |
| Demolition | Tractors/Loaders/Backhoes | 0      | 6.00        | 97          | 0.37        |

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

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

### Unmitigated Construction On-Site

[illegible]

### Unmitigated Construction Off-Site

[illegible]

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.2 Demolition - 2022****Mitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day        |               |               |               |               |               |
| Off-Road     | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day        |               |               |               |               |               |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 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       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**4.0 Operational Detail - Mobile**

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Summer

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

## 4.1 Mitigation Measures Mobile

|             | ROG    | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2      | Total CO2      | CH4    | N2O    | CO2e           |
|-------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------------|----------------|--------|--------|----------------|
| Category    | lb/day |        |        |        |               |              |            |                |               |             | lb/day   |                |                |        |        |                |
| Mitigated   | 0.2777 | 2.2908 | 3.0002 | 0.0173 | 1.1389        | 0.0245       | 1.1634     | 0.3145         | 0.0233        | 0.3378      |          | 1,797.419<br>9 | 1,797.419<br>9 | 0.0338 | 0.1702 | 1,848.976<br>2 |
| Unmitigated | 0.2777 | 2.2908 | 3.0002 | 0.0173 | 1.1389        | 0.0245       | 1.1634     | 0.3145         | 0.0233        | 0.3378      |          | 1,797.419<br>9 | 1,797.419<br>9 | 0.0338 | 0.1702 | 1,848.976<br>2 |

## 4.2 Trip Summary Information

|                                | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|--------------------------------|-------------------------|----------|--------|-------------|------------|
| Land Use                       | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Refrigerated Warehouse-No Rail | 56.00                   | 4.87     | 1.95   | 175,605     | 175,605    |
| User Defined Industrial        | 18.00                   | 1.57     | 0.62   | 191,771     | 191,771    |
| Total                          | 74.00                   | 6.44     | 2.57   | 367,377     | 367,377    |

## 4.3 Trip Type Information

|                           | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|---------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| Land Use                  | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Refrigerated Warehouse-No | 16.60      | 8.40       | 6.90        | 59.00      | 0.00       | 41.00       | 92             | 5        | 3       |
| User Defined Industrial   | 40.00      | 8.40       | 6.90        | 100.00     | 0.00       | 0.00        | 100            | 0        | 0       |

## 4.4 Fleet Mix

| Land Use                       | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|--------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Refrigerated Warehouse-No Rail | 0.576000 | 0.060300 | 0.185900 | 0.151900 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.025900 | 0.000000 | 0.000000 |



## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Summer

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

|                         |          |          |          |          |          |          |          |          |          |          |          |          |          |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| User Defined Industrial | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.435800 | 0.119800 | 0.222200 | 0.222200 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

|                        | ROG    | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e     |
|------------------------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|----------|
| Category               | lb/day |        |        |             |               |              |            |                |               |             | lb/day   |           |           |        |        |          |
| NaturalGas Mitigated   | 0.0505 | 0.4594 | 0.3859 | 2.7600e-003 |               | 0.0349       | 0.0349     |                | 0.0349        | 0.0349      |          | 551.2309  | 551.2309  | 0.0106 | 0.0101 | 554.5066 |
| NaturalGas Unmitigated | 0.0505 | 0.4594 | 0.3859 | 2.7600e-003 |               | 0.0349       | 0.0349     |                | 0.0349        | 0.0349      |          | 551.2309  | 551.2309  | 0.0106 | 0.0101 | 554.5066 |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Summer

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

## 5.2 Energy by Land Use - NaturalGas

Unmitigated

|                                | NaturalGas Use | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------------------------|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|---------------|-----------------|
| Land Use                       | kBTU/yr        | lb/day        |               |               |                    |               |               |               |                |               |               | lb/day   |                 |                 |               |               |                 |
| Refrigerated Warehouse-No Rail | 4685.46        | 0.0505        | 0.4594        | 0.3859        | 2.7600e-003        |               | 0.0349        | 0.0349        |                | 0.0349        | 0.0349        |          | 551.2309        | 551.2309        | 0.0106        | 0.0101        | 554.5066        |
| User Defined Industrial        | 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          |
| <b>Total</b>                   |                | <b>0.0505</b> | <b>0.4594</b> | <b>0.3859</b> | <b>2.7600e-003</b> |               | <b>0.0349</b> | <b>0.0349</b> |                | <b>0.0349</b> | <b>0.0349</b> |          | <b>551.2309</b> | <b>551.2309</b> | <b>0.0106</b> | <b>0.0101</b> | <b>554.5066</b> |

Mitigated

|                                | NaturalGas Use | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------------------------|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|---------------|-----------------|
| Land Use                       | kBTU/yr        | lb/day        |               |               |                    |               |               |               |                |               |               | lb/day   |                 |                 |               |               |                 |
| Refrigerated Warehouse-No Rail | 4.68546        | 0.0505        | 0.4594        | 0.3859        | 2.7600e-003        |               | 0.0349        | 0.0349        |                | 0.0349        | 0.0349        |          | 551.2309        | 551.2309        | 0.0106        | 0.0101        | 554.5066        |
| User Defined Industrial        | 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          |
| <b>Total</b>                   |                | <b>0.0505</b> | <b>0.4594</b> | <b>0.3859</b> | <b>2.7600e-003</b> |               | <b>0.0349</b> | <b>0.0349</b> |                | <b>0.0349</b> | <b>0.0349</b> |          | <b>551.2309</b> | <b>551.2309</b> | <b>0.0106</b> | <b>0.0101</b> | <b>554.5066</b> |

## 6.0 Area Detail

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Summer

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

## 6.1 Mitigation Measures Area

|             | ROG    | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O | CO2e   |
|-------------|--------|-------------|-------------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|--------|
| Category    | lb/day |             |             |        |               |              |             |                |               |             | lb/day   |           |           |             |     |        |
| Mitigated   | 0.7392 | 6.0000e-005 | 6.7500e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 |          | 0.0145    | 0.0145    | 4.0000e-005 |     | 0.0154 |
| Unmitigated | 0.7392 | 6.0000e-005 | 6.7500e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 |          | 0.0145    | 0.0145    | 4.0000e-005 |     | 0.0154 |

## 6.2 Area by SubCategory

Unmitigated

|                       | ROG         | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O | CO2e   |
|-----------------------|-------------|-------------|-------------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|--------|
| SubCategory           | lb/day      |             |             |        |               |              |             |                |               |             | lb/day   |           |           |             |     |        |
| Architectural Coating | 0.0840      |             |             |        |               | 0.0000       | 0.0000      |                | 0.0000        | 0.0000      |          |           | 0.0000    |             |     | 0.0000 |
| Consumer Products     | 0.6546      |             |             |        |               | 0.0000       | 0.0000      |                | 0.0000        | 0.0000      |          |           | 0.0000    |             |     | 0.0000 |
| Landscaping           | 6.3000e-004 | 6.0000e-005 | 6.7500e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 |          | 0.0145    | 0.0145    | 4.0000e-005 |     | 0.0154 |
| Total                 | 0.7392      | 6.0000e-005 | 6.7500e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 |          | 0.0145    | 0.0145    | 4.0000e-005 |     | 0.0154 |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****6.2 Area by SubCategory****Mitigated**

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |                    |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.0840        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 0.6546        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 6.3000e-004   | 6.0000e-005        | 6.7500e-003        | 0.0000        |               | 2.0000e-005        | 2.0000e-005        |                | 2.0000e-005        | 2.0000e-005        |          | 0.0145        | 0.0145        | 4.0000e-005        |     | 0.0154        |
| <b>Total</b>          | <b>0.7392</b> | <b>6.0000e-005</b> | <b>6.7500e-003</b> | <b>0.0000</b> |               | <b>2.0000e-005</b> | <b>2.0000e-005</b> |                | <b>2.0000e-005</b> | <b>2.0000e-005</b> |          | <b>0.0145</b> | <b>0.0145</b> | <b>4.0000e-005</b> |     | <b>0.0154</b> |

**7.0 Water Detail****7.1 Mitigation Measures Water**

Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

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

**11.0 Vegetation**

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Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations)**

Riverside-South Coast County, Winter

**1.0 Project Characteristics****1.1 Land Usage**

| Land Uses                      | Size  | Metric            | Lot Acreage | Floor Surface Area | Population |
|--------------------------------|-------|-------------------|-------------|--------------------|------------|
| Refrigerated Warehouse-No Rail | 33.06 | 1000sqft          | 0.76        | 33,060.00          | 0          |
| User Defined Industrial        | 33.06 | User Defined Unit | 0.00        | 0.00               | 0          |

**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/MWhr) | 390.98                     | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr)   | 0.004 |

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

Project Characteristics -

Land Use -

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

| Table Name           | Column Name  | Default Value | New Value |
|----------------------|--------------|---------------|-----------|
| tblConstructionPhase | NumDays      | 10.00         | 0.00      |
| tblConstructionPhase | PhaseEndDate | 8/12/2022     | 7/31/2022 |
| tblFleetMix          | HHD          | 0.02          | 0.00      |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Winter

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

|                     |                            |             |       |
|---------------------|----------------------------|-------------|-------|
| tblFleetMix         | HHD                        | 0.02        | 0.22  |
| tblFleetMix         | LDA                        | 0.53        | 0.58  |
| tblFleetMix         | LDA                        | 0.53        | 0.00  |
| tblFleetMix         | LDT1                       | 0.06        | 0.06  |
| tblFleetMix         | LDT1                       | 0.06        | 0.00  |
| tblFleetMix         | LDT2                       | 0.17        | 0.19  |
| tblFleetMix         | LDT2                       | 0.17        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.44  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.00  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.12  |
| tblFleetMix         | MCY                        | 0.02        | 0.03  |
| tblFleetMix         | MCY                        | 0.02        | 0.00  |
| tblFleetMix         | MDV                        | 0.14        | 0.15  |
| tblFleetMix         | MDV                        | 0.14        | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.22  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00        | 0.00  |
| tblVehicleTrips     | CW_TL                      | 16.60       | 40.00 |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Winter

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

|                 |        |      |        |
|-----------------|--------|------|--------|
| tblVehicleTrips | CW_TTP | 0.00 | 100.00 |
| tblVehicleTrips | PR_TP  | 0.00 | 100.00 |
| tblVehicleTrips | ST_TR  | 2.12 | 0.15   |
| tblVehicleTrips | ST_TR  | 0.00 | 0.05   |
| tblVehicleTrips | SU_TR  | 2.12 | 0.06   |
| tblVehicleTrips | SU_TR  | 0.00 | 0.02   |
| tblVehicleTrips | WD_TR  | 2.12 | 1.69   |
| tblVehicleTrips | WD_TR  | 0.00 | 0.54   |

**2.0 Emissions Summary**

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

### Unmitigated Construction

[illegible]

### **Mitigated Construction**

[illegible][illegible]

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.2 Overall Operational****Unmitigated Operational**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |               |                   |
| Area         | 0.7392        | 6.0000e-005   | 6.7500e-003   | 0.0000        |               | 2.0000e-005   | 2.0000e-005   |                | 2.0000e-005   | 2.0000e-005   |          | 0.0145            | 0.0145            | 4.0000e-005   |               | 0.0154            |
| Energy       | 0.0505        | 0.4594        | 0.3859        | 2.7600e-003   |               | 0.0349        | 0.0349        |                | 0.0349        | 0.0349        |          | 551.2309          | 551.2309          | 0.0106        | 0.0101        | 554.5066          |
| Mobile       | 0.2486        | 2.4117        | 2.6993        | 0.0169        | 1.1389        | 0.0245        | 1.1634        | 0.3145         | 0.0233        | 0.3378        |          | 1,756.8719        | 1,756.8719        | 0.0341        | 0.1711        | 1,808.7246        |
| <b>Total</b> | <b>1.0383</b> | <b>2.8711</b> | <b>3.0919</b> | <b>0.0196</b> | <b>1.1389</b> | <b>0.0594</b> | <b>1.1983</b> | <b>0.3145</b>  | <b>0.0583</b> | <b>0.3727</b> |          | <b>2,308.1172</b> | <b>2,308.1172</b> | <b>0.0447</b> | <b>0.1813</b> | <b>2,363.2466</b> |

**Mitigated Operational**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|---------------|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day   |                   |                   |               |               |                   |
| Area         | 0.7392        | 6.0000e-005   | 6.7500e-003   | 0.0000        |               | 2.0000e-005   | 2.0000e-005   |                | 2.0000e-005   | 2.0000e-005   |          | 0.0145            | 0.0145            | 4.0000e-005   |               | 0.0154            |
| Energy       | 0.0505        | 0.4594        | 0.3859        | 2.7600e-003   |               | 0.0349        | 0.0349        |                | 0.0349        | 0.0349        |          | 551.2309          | 551.2309          | 0.0106        | 0.0101        | 554.5066          |
| Mobile       | 0.2486        | 2.4117        | 2.6993        | 0.0169        | 1.1389        | 0.0245        | 1.1634        | 0.3145         | 0.0233        | 0.3378        |          | 1,756.8719        | 1,756.8719        | 0.0341        | 0.1711        | 1,808.7246        |
| <b>Total</b> | <b>1.0383</b> | <b>2.8711</b> | <b>3.0919</b> | <b>0.0196</b> | <b>1.1389</b> | <b>0.0594</b> | <b>1.1983</b> | <b>0.3145</b>  | <b>0.0583</b> | <b>0.3727</b> |          | <b>2,308.1172</b> | <b>2,308.1172</b> | <b>0.0447</b> | <b>0.1813</b> | <b>2,363.2466</b> |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Winter

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

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

## 3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|------------|------------|------------|-----------|---------------|----------|-------------------|
| 1            | Demolition | Demolition | 8/1/2022   | 7/31/2022 | 5             | 0        |                   |

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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 | Rubber Tired Dozers       | 0      | 1.00        | 247         | 0.40        |
| Demolition | Tractors/Loaders/Backhoes | 0      | 6.00        | 97          | 0.37        |

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

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

### Unmitigated Construction On-Site

[illegible]

### Unmitigated Construction Off-Site

[illegible]

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.2 Demolition - 2022****Mitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day        |               |               |               |               |               |
| Off-Road     | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day        |               |               |               |               |               |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 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       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**4.0 Operational Detail - Mobile**

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Winter

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

## 4.1 Mitigation Measures Mobile

|             | ROG    | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2  | Total CO2  | CH4    | N2O    | CO2e       |
|-------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------------|
| Category    | lb/day |        |        |        |               |              |            |                |               |             | lb/day   |            |            |        |        |            |
| Mitigated   | 0.2486 | 2.4117 | 2.6993 | 0.0169 | 1.1389        | 0.0245       | 1.1634     | 0.3145         | 0.0233        | 0.3378      |          | 1,756.8719 | 1,756.8719 | 0.0341 | 0.1711 | 1,808.7246 |
| Unmitigated | 0.2486 | 2.4117 | 2.6993 | 0.0169 | 1.1389        | 0.0245       | 1.1634     | 0.3145         | 0.0233        | 0.3378      |          | 1,756.8719 | 1,756.8719 | 0.0341 | 0.1711 | 1,808.7246 |

## 4.2 Trip Summary Information

|                                | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|--------------------------------|-------------------------|----------|--------|-------------|------------|
| Land Use                       | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Refrigerated Warehouse-No Rail | 56.00                   | 4.87     | 1.95   | 175,605     | 175,605    |
| User Defined Industrial        | 18.00                   | 1.57     | 0.62   | 191,771     | 191,771    |
| Total                          | 74.00                   | 6.44     | 2.57   | 367,377     | 367,377    |

## 4.3 Trip Type Information

|                           | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|---------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| Land Use                  | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Refrigerated Warehouse-No | 16.60      | 8.40       | 6.90        | 59.00      | 0.00       | 41.00       | 92             | 5        | 3       |
| User Defined Industrial   | 40.00      | 8.40       | 6.90        | 100.00     | 0.00       | 0.00        | 100            | 0        | 0       |

## 4.4 Fleet Mix

| Land Use                       | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|--------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Refrigerated Warehouse-No Rail | 0.576000 | 0.060300 | 0.185900 | 0.151900 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.025900 | 0.000000 | 0.000000 |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Winter

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

|                         |          |          |          |          |          |          |          |          |          |          |          |          |          |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| User Defined Industrial | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.435800 | 0.119800 | 0.222200 | 0.222200 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

|                        | ROG    | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e     |
|------------------------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|----------|
| Category               | lb/day |        |        |             |               |              |            |                |               |             | lb/day   |           |           |        |        |          |
| NaturalGas Mitigated   | 0.0505 | 0.4594 | 0.3859 | 2.7600e-003 |               | 0.0349       | 0.0349     |                | 0.0349        | 0.0349      |          | 551.2309  | 551.2309  | 0.0106 | 0.0101 | 554.5066 |
| NaturalGas Unmitigated | 0.0505 | 0.4594 | 0.3859 | 2.7600e-003 |               | 0.0349       | 0.0349     |                | 0.0349        | 0.0349      |          | 551.2309  | 551.2309  | 0.0106 | 0.0101 | 554.5066 |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.2 Energy by Land Use - NaturalGas****Unmitigated**

|                                | NaturalGas Use | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------------------------|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|---------------|-----------------|
| Land Use                       | kBTU/yr        | lb/day        |               |               |                    |               |               |               |                |               |               | lb/day   |                 |                 |               |               |                 |
| Refrigerated Warehouse-No Rail | 4685.46        | 0.0505        | 0.4594        | 0.3859        | 2.7600e-003        |               | 0.0349        | 0.0349        |                | 0.0349        | 0.0349        |          | 551.2309        | 551.2309        | 0.0106        | 0.0101        | 554.5066        |
| User Defined Industrial        | 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          |
| <b>Total</b>                   |                | <b>0.0505</b> | <b>0.4594</b> | <b>0.3859</b> | <b>2.7600e-003</b> |               | <b>0.0349</b> | <b>0.0349</b> |                | <b>0.0349</b> | <b>0.0349</b> |          | <b>551.2309</b> | <b>551.2309</b> | <b>0.0106</b> | <b>0.0101</b> | <b>554.5066</b> |

**Mitigated**

|                                | NaturalGas Use | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------------------------|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|---------------|---------------|-----------------|
| Land Use                       | kBTU/yr        | lb/day        |               |               |                    |               |               |               |                |               |               | lb/day   |                 |                 |               |               |                 |
| Refrigerated Warehouse-No Rail | 4.68546        | 0.0505        | 0.4594        | 0.3859        | 2.7600e-003        |               | 0.0349        | 0.0349        |                | 0.0349        | 0.0349        |          | 551.2309        | 551.2309        | 0.0106        | 0.0101        | 554.5066        |
| User Defined Industrial        | 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          |
| <b>Total</b>                   |                | <b>0.0505</b> | <b>0.4594</b> | <b>0.3859</b> | <b>2.7600e-003</b> |               | <b>0.0349</b> | <b>0.0349</b> |                | <b>0.0349</b> | <b>0.0349</b> |          | <b>551.2309</b> | <b>551.2309</b> | <b>0.0106</b> | <b>0.0101</b> | <b>554.5066</b> |

**6.0 Area Detail**



## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Winter

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

## 6.1 Mitigation Measures Area

|             | ROG    | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O | CO2e   |
|-------------|--------|-------------|-------------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|--------|
| Category    | lb/day |             |             |        |               |              |             |                |               |             | lb/day   |           |           |             |     |        |
| Mitigated   | 0.7392 | 6.0000e-005 | 6.7500e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 |          | 0.0145    | 0.0145    | 4.0000e-005 |     | 0.0154 |
| Unmitigated | 0.7392 | 6.0000e-005 | 6.7500e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 |          | 0.0145    | 0.0145    | 4.0000e-005 |     | 0.0154 |

## 6.2 Area by SubCategory

Unmitigated

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |                    |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.0840        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 0.6546        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 6.3000e-004   | 6.0000e-005        | 6.7500e-003        | 0.0000        |               | 2.0000e-005        | 2.0000e-005        |                | 2.0000e-005        | 2.0000e-005        |          | 0.0145        | 0.0145        | 4.0000e-005        |     | 0.0154        |
| <b>Total</b>          | <b>0.7392</b> | <b>6.0000e-005</b> | <b>6.7500e-003</b> | <b>0.0000</b> |               | <b>2.0000e-005</b> | <b>2.0000e-005</b> |                | <b>2.0000e-005</b> | <b>2.0000e-005</b> |          | <b>0.0145</b> | <b>0.0145</b> | <b>4.0000e-005</b> |     | <b>0.0154</b> |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****6.2 Area by SubCategory****Mitigated**

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |                    |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.0840        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 0.6546        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 6.3000e-004   | 6.0000e-005        | 6.7500e-003        | 0.0000        |               | 2.0000e-005        | 2.0000e-005        |                | 2.0000e-005        | 2.0000e-005        |          | 0.0145        | 0.0145        | 4.0000e-005        |     | 0.0154        |
| <b>Total</b>          | <b>0.7392</b> | <b>6.0000e-005</b> | <b>6.7500e-003</b> | <b>0.0000</b> |               | <b>2.0000e-005</b> | <b>2.0000e-005</b> |                | <b>2.0000e-005</b> | <b>2.0000e-005</b> |          | <b>0.0145</b> | <b>0.0145</b> | <b>4.0000e-005</b> |     | <b>0.0154</b> |

**7.0 Water Detail****7.1 Mitigation Measures Water**

Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

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

**11.0 Vegetation**

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## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations)

## Riverside-South Coast County, Annual

## 1.0 Project Characteristics

## 1.1 Land Usage

| Land Uses                      | Size  | Metric            | Lot Acreage | Floor Surface Area | Population |
|--------------------------------|-------|-------------------|-------------|--------------------|------------|
| Refrigerated Warehouse-No Rail | 33.06 | 1000sqft          | 0.76        | 33,060.00          | 0          |
| User Defined Industrial        | 33.06 | User Defined Unit | 0.00        | 0.00               | 0          |

## 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/MWhr) | 390.98                     | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr)   | 0.004 |

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

Project Characteristics -

Land Use -

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

| Table Name           | Column Name  | Default Value | New Value |
|----------------------|--------------|---------------|-----------|
| tblConstructionPhase | NumDays      | 10.00         | 0.00      |
| tblConstructionPhase | PhaseEndDate | 8/12/2022     | 7/31/2022 |
| tblFleetMix          | HHD          | 0.02          | 0.00      |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

|                     |                            |             |       |
|---------------------|----------------------------|-------------|-------|
| tblFleetMix         | HHD                        | 0.02        | 0.22  |
| tblFleetMix         | LDA                        | 0.53        | 0.58  |
| tblFleetMix         | LDA                        | 0.53        | 0.00  |
| tblFleetMix         | LDT1                       | 0.06        | 0.06  |
| tblFleetMix         | LDT1                       | 0.06        | 0.00  |
| tblFleetMix         | LDT2                       | 0.17        | 0.19  |
| tblFleetMix         | LDT2                       | 0.17        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.44  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.00  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.12  |
| tblFleetMix         | MCY                        | 0.02        | 0.03  |
| tblFleetMix         | MCY                        | 0.02        | 0.00  |
| tblFleetMix         | MDV                        | 0.14        | 0.15  |
| tblFleetMix         | MDV                        | 0.14        | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.22  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00        | 0.00  |
| tblVehicleTrips     | CW_TL                      | 16.60       | 40.00 |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

|                 |        |      |        |
|-----------------|--------|------|--------|
| tblVehicleTrips | CW_TTP | 0.00 | 100.00 |
| tblVehicleTrips | PR_TP  | 0.00 | 100.00 |
| tblVehicleTrips | ST_TR  | 2.12 | 0.15   |
| tblVehicleTrips | ST_TR  | 0.00 | 0.05   |
| tblVehicleTrips | SU_TR  | 2.12 | 0.06   |
| tblVehicleTrips | SU_TR  | 0.00 | 0.02   |
| tblVehicleTrips | WD_TR  | 2.12 | 1.69   |
| tblVehicleTrips | WD_TR  | 0.00 | 0.54   |

**2.0 Emissions Summary**

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## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.1 Overall Construction****Unmitigated Construction**

|         | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|---------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year    | tons/yr |        |        |        |               |              |            |                |               |             | MT/yr    |           |           |        |        |        |
| 2022    | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |
| Maximum | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |

**Mitigated Construction**

|         | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|---------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year    | tons/yr |        |        |        |               |              |            |                |               |             | MT/yr    |           |           |        |        |        |
| 2022    | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |
| Maximum | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |

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

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

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

Highest

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

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |                    |               |                |                    |               | MT/yr         |                 |                 |               |               |                 |
| Area         | 0.1349        | 1.0000e-005   | 8.4000e-004   | 0.0000             |               | 0.0000             | 0.0000        |                | 0.0000             | 0.0000        | 0.0000        | 1.6400e-003     | 1.6400e-003     | 0.0000        | 0.0000        | 1.7500e-003     |
| Energy       | 9.2200e-003   | 0.0838        | 0.0704        | 5.0000e-004        |               | 6.3700e-003        | 6.3700e-003   |                | 6.3700e-003        | 6.3700e-003   | 0.0000        | 324.8461        | 324.8461        | 0.0215        | 4.0600e-003   | 326.5935        |
| Mobile       | 0.0334        | 0.3233        | 0.3692        | 2.2500e-003        | 0.1493        | 3.2500e-003        | 0.1526        | 0.0413         | 3.1000e-003        | 0.0444        | 0.0000        | 213.0634        | 213.0634        | 4.1200e-003   | 0.0207        | 219.3274        |
| Waste        |               |               |               |                    |               | 0.0000             | 0.0000        |                | 0.0000             | 0.0000        | 6.3090        | 0.0000          | 6.3090          | 0.3729        | 0.0000        | 15.6302         |
| Water        |               |               |               |                    |               | 0.0000             | 0.0000        |                | 0.0000             | 0.0000        | 2.4255        | 17.6543         | 20.0797         | 0.2506        | 6.0600e-003   | 28.1516         |
| <b>Total</b> | <b>0.1775</b> | <b>0.4071</b> | <b>0.4405</b> | <b>2.7500e-003</b> | <b>0.1493</b> | <b>9.6200e-003</b> | <b>0.1590</b> | <b>0.0413</b>  | <b>9.4700e-003</b> | <b>0.0508</b> | <b>8.7344</b> | <b>555.5654</b> | <b>564.2998</b> | <b>0.6490</b> | <b>0.0308</b> | <b>589.7043</b> |



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

## 2.2 Overall Operational

Mitigated Operational

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |                    |               |                |                    |               | MT/yr         |                 |                 |               |               |                 |
| Area         | 0.1349        | 1.0000e-005   | 8.4000e-004   | 0.0000             |               | 0.0000             | 0.0000        |                | 0.0000             | 0.0000        | 0.0000        | 1.6400e-003     | 1.6400e-003     | 0.0000        | 0.0000        | 1.7500e-003     |
| Energy       | 9.2200e-003   | 0.0838        | 0.0704        | 5.0000e-004        |               | 6.3700e-003        | 6.3700e-003   |                | 6.3700e-003        | 6.3700e-003   | 0.0000        | 324.8461        | 324.8461        | 0.0215        | 4.0600e-003   | 326.5935        |
| Mobile       | 0.0334        | 0.3233        | 0.3692        | 2.2500e-003        | 0.1493        | 3.2500e-003        | 0.1526        | 0.0413         | 3.1000e-003        | 0.0444        | 0.0000        | 213.0634        | 213.0634        | 4.1200e-003   | 0.0207        | 219.3274        |
| Waste        |               |               |               |                    |               | 0.0000             | 0.0000        |                | 0.0000             | 0.0000        | 6.3090        | 0.0000          | 6.3090          | 0.3729        | 0.0000        | 15.6302         |
| Water        |               |               |               |                    |               | 0.0000             | 0.0000        |                | 0.0000             | 0.0000        | 2.4255        | 17.6543         | 20.0797         | 0.2506        | 6.0600e-003   | 28.1516         |
| <b>Total</b> | <b>0.1775</b> | <b>0.4071</b> | <b>0.4405</b> | <b>2.7500e-003</b> | <b>0.1493</b> | <b>9.6200e-003</b> | <b>0.1590</b> | <b>0.0413</b>  | <b>9.4700e-003</b> | <b>0.0508</b> | <b>8.7344</b> | <b>555.5654</b> | <b>564.2998</b> | <b>0.6490</b> | <b>0.0308</b> | <b>589.7043</b> |

|                          | ROG         | NOx         | CO          | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2    | NBio- CO2   | Total CO2   | CH4         | N2O         | CO2e        |
|--------------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Percent Reduction</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b>   | <b>0.00</b>  | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |

## 3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|------------|------------|------------|-----------|---------------|----------|-------------------|
| 1            | Demolition | Demolition | 8/1/2022   | 7/31/2022 | 5             | 0        |                   |

Acres of Grading (Site Preparation Phase): 0

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Acres of Grading (Grading Phase): 0****Acres of Paving: 0****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 | Rubber Tired Dozers       | 0      | 1.00        | 247         | 0.40        |
| Demolition | Tractors/Loaders/Backhoes | 0      | 6.00        | 97          | 0.37        |

**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**

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

### Unmitigated Construction On-Site

[illegible]

### Unmitigated Construction Off-Site

[illegible]

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

## 3.2 Demolition - 2022

Mitigated Construction On-Site

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr         |               |               |               |               |               |
| Off-Road     | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

Mitigated Construction Off-Site

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr         |               |               |               |               |               |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Worker       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

## 4.0 Operational Detail - Mobile

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

## 4.1 Mitigation Measures Mobile

|             | ROG     | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O    | CO2e     |
|-------------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|----------|
| Category    | tons/yr |        |        |             |               |              |            |                |               |             | MT/yr    |           |           |             |        |          |
| Mitigated   | 0.0334  | 0.3233 | 0.3692 | 2.2500e-003 | 0.1493        | 3.2500e-003  | 0.1526     | 0.0413         | 3.1000e-003   | 0.0444      | 0.0000   | 213.0634  | 213.0634  | 4.1200e-003 | 0.0207 | 219.3274 |
| Unmitigated | 0.0334  | 0.3233 | 0.3692 | 2.2500e-003 | 0.1493        | 3.2500e-003  | 0.1526     | 0.0413         | 3.1000e-003   | 0.0444      | 0.0000   | 213.0634  | 213.0634  | 4.1200e-003 | 0.0207 | 219.3274 |

## 4.2 Trip Summary Information

|                                | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|--------------------------------|-------------------------|----------|--------|-------------|------------|
| Land Use                       | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Refrigerated Warehouse-No Rail | 56.00                   | 4.87     | 1.95   | 175,605     | 175,605    |
| User Defined Industrial        | 18.00                   | 1.57     | 0.62   | 191,771     | 191,771    |
| Total                          | 74.00                   | 6.44     | 2.57   | 367,377     | 367,377    |

## 4.3 Trip Type Information

|                           | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|---------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| Land Use                  | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Refrigerated Warehouse-No | 16.60      | 8.40       | 6.90        | 59.00      | 0.00       | 41.00       | 92             | 5        | 3       |
| User Defined Industrial   | 40.00      | 8.40       | 6.90        | 100.00     | 0.00       | 0.00        | 100            | 0        | 0       |

## 4.4 Fleet Mix

| Land Use                       | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|--------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Refrigerated Warehouse-No Rail | 0.576000 | 0.060300 | 0.185900 | 0.151900 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.025900 | 0.000000 | 0.000000 |

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

|                         |          |          |          |          |          |          |          |          |          |          |          |          |          |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| User Defined Industrial | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.435800 | 0.119800 | 0.222200 | 0.222200 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

|                         | ROG         | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O         | CO2e     |
|-------------------------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|----------|
| Category                | tons/yr     |        |        |             |               |              |             |                |               |             | MT/yr    |           |           |             |             |          |
| Electricity Mitigated   |             |        |        |             |               | 0.0000       | 0.0000      |                | 0.0000        | 0.0000      | 0.0000   | 233.5837  | 233.5837  | 0.0197      | 2.3900e-003 | 234.7887 |
| Electricity Unmitigated |             |        |        |             |               | 0.0000       | 0.0000      |                | 0.0000        | 0.0000      | 0.0000   | 233.5837  | 233.5837  | 0.0197      | 2.3900e-003 | 234.7887 |
| Natural Gas Mitigated   | 9.2200e-003 | 0.0838 | 0.0704 | 5.0000e-004 |               | 6.3700e-003  | 6.3700e-003 |                | 6.3700e-003   | 6.3700e-003 | 0.0000   | 91.2625   | 91.2625   | 1.7500e-003 | 1.6700e-003 | 91.8048  |
| Natural Gas Unmitigated | 9.2200e-003 | 0.0838 | 0.0704 | 5.0000e-004 |               | 6.3700e-003  | 6.3700e-003 |                | 6.3700e-003   | 6.3700e-003 | 0.0000   | 91.2625   | 91.2625   | 1.7500e-003 | 1.6700e-003 | 91.8048  |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.2 Energy by Land Use - NaturalGas****Unmitigated**

|                                | NaturalGas Use | ROG                | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O                | CO2e           |
|--------------------------------|----------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|--------------------|----------------|
| Land Use                       | kBTU/yr        | tons/yr            |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |                    |                |
| Refrigerated Warehouse-No Rail | 1.71019e+006   | 9.2200e-003        | 0.0838        | 0.0704        | 5.0000e-004        |               | 6.3700e-003        | 6.3700e-003        |                | 6.3700e-003        | 6.3700e-003        | 0.0000        | 91.2625        | 91.2625        | 1.7500e-003        | 1.6700e-003        | 91.8048        |
| User Defined Industrial        | 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         |
| <b>Total</b>                   |                | <b>9.2200e-003</b> | <b>0.0838</b> | <b>0.0704</b> | <b>5.0000e-004</b> |               | <b>6.3700e-003</b> | <b>6.3700e-003</b> |                | <b>6.3700e-003</b> | <b>6.3700e-003</b> | <b>0.0000</b> | <b>91.2625</b> | <b>91.2625</b> | <b>1.7500e-003</b> | <b>1.6700e-003</b> | <b>91.8048</b> |

**Mitigated**

|                                | NaturalGas Use | ROG                | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O                | CO2e           |
|--------------------------------|----------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|--------------------|----------------|
| Land Use                       | kBTU/yr        | tons/yr            |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |                    |                |
| Refrigerated Warehouse-No Rail | 1.71019e+006   | 9.2200e-003        | 0.0838        | 0.0704        | 5.0000e-004        |               | 6.3700e-003        | 6.3700e-003        |                | 6.3700e-003        | 6.3700e-003        | 0.0000        | 91.2625        | 91.2625        | 1.7500e-003        | 1.6700e-003        | 91.8048        |
| User Defined Industrial        | 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         |
| <b>Total</b>                   |                | <b>9.2200e-003</b> | <b>0.0838</b> | <b>0.0704</b> | <b>5.0000e-004</b> |               | <b>6.3700e-003</b> | <b>6.3700e-003</b> |                | <b>6.3700e-003</b> | <b>6.3700e-003</b> | <b>0.0000</b> | <b>91.2625</b> | <b>91.2625</b> | <b>1.7500e-003</b> | <b>1.6700e-003</b> | <b>91.8048</b> |

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.3 Energy by Land Use - Electricity****Unmitigated**

|                                | Electricity Use | Total CO2       | CH4           | N2O                | CO2e            |
|--------------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use                       | kWh/yr          | MT/yr           |               |                    |                 |
| Refrigerated Warehouse-No Rail | 1.31711e+006    | 233.5837        | 0.0197        | 2.3900e-003        | 234.7887        |
| User Defined Industrial        | 0               | 0.0000          | 0.0000        | 0.0000             | 0.0000          |
| <b>Total</b>                   |                 | <b>233.5837</b> | <b>0.0197</b> | <b>2.3900e-003</b> | <b>234.7887</b> |

**Mitigated**

|                                | Electricity Use | Total CO2       | CH4           | N2O                | CO2e            |
|--------------------------------|-----------------|-----------------|---------------|--------------------|-----------------|
| Land Use                       | kWh/yr          | MT/yr           |               |                    |                 |
| Refrigerated Warehouse-No Rail | 1.31711e+006    | 233.5837        | 0.0197        | 2.3900e-003        | 234.7887        |
| User Defined Industrial        | 0               | 0.0000          | 0.0000        | 0.0000             | 0.0000          |
| <b>Total</b>                   |                 | <b>233.5837</b> | <b>0.0197</b> | <b>2.3900e-003</b> | <b>234.7887</b> |

**6.0 Area Detail**



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

## 6.1 Mitigation Measures Area

|             | ROG     | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4    | N2O    | CO2e        |
|-------------|---------|-------------|-------------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|
| Category    | tons/yr |             |             |        |               |              |            |                |               |             | MT/yr    |             |             |        |        |             |
| Mitigated   | 0.1349  | 1.0000e-005 | 8.4000e-004 | 0.0000 |               | 0.0000       | 0.0000     |                | 0.0000        | 0.0000      | 0.0000   | 1.6400e-003 | 1.6400e-003 | 0.0000 | 0.0000 | 1.7500e-003 |
| Unmitigated | 0.1349  | 1.0000e-005 | 8.4000e-004 | 0.0000 |               | 0.0000       | 0.0000     |                | 0.0000        | 0.0000      | 0.0000   | 1.6400e-003 | 1.6400e-003 | 0.0000 | 0.0000 | 1.7500e-003 |

## 6.2 Area by SubCategory

Unmitigated

|                       | ROG         | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4    | N2O    | CO2e        |
|-----------------------|-------------|-------------|-------------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|
| SubCategory           | tons/yr     |             |             |        |               |              |            |                |               |             | MT/yr    |             |             |        |        |             |
| Architectural Coating | 0.0153      |             |             |        |               | 0.0000       | 0.0000     |                | 0.0000        | 0.0000      | 0.0000   | 0.0000      | 0.0000      | 0.0000 | 0.0000 | 0.0000      |
| Consumer Products     | 0.1195      |             |             |        |               | 0.0000       | 0.0000     |                | 0.0000        | 0.0000      | 0.0000   | 0.0000      | 0.0000      | 0.0000 | 0.0000 | 0.0000      |
| Landscaping           | 8.0000e-005 | 1.0000e-005 | 8.4000e-004 | 0.0000 |               | 0.0000       | 0.0000     |                | 0.0000        | 0.0000      | 0.0000   | 1.6400e-003 | 1.6400e-003 | 0.0000 | 0.0000 | 1.7500e-003 |
| Total                 | 0.1349      | 1.0000e-005 | 8.4000e-004 | 0.0000 |               | 0.0000       | 0.0000     |                | 0.0000        | 0.0000      | 0.0000   | 1.6400e-003 | 1.6400e-003 | 0.0000 | 0.0000 | 1.7500e-003 |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

## 6.2 Area by SubCategory

Mitigated

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| SubCategory           | tons/yr       |                    |                    |               |               |               |               |                |               |               | MT/yr         |                    |                    |               |               |                    |
| Architectural Coating | 0.0153        |                    |                    |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000             |
| Consumer Products     | 0.1195        |                    |                    |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 0.0000        | 0.0000             | 0.0000             | 0.0000        | 0.0000        | 0.0000             |
| Landscaping           | 8.0000e-005   | 1.0000e-005        | 8.4000e-004        | 0.0000        |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 0.0000        | 1.6400e-003        | 1.6400e-003        | 0.0000        | 0.0000        | 1.7500e-003        |
| <b>Total</b>          | <b>0.1349</b> | <b>1.0000e-005</b> | <b>8.4000e-004</b> | <b>0.0000</b> |               | <b>0.0000</b> | <b>0.0000</b> |                | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>1.6400e-003</b> | <b>1.6400e-003</b> | <b>0.0000</b> | <b>0.0000</b> | <b>1.7500e-003</b> |

## 7.0 Water Detail

## 7.1 Mitigation Measures Water

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

|             | Total CO2 | CH4    | N2O         | CO2e    |
|-------------|-----------|--------|-------------|---------|
| Category    | MT/yr     |        |             |         |
| Mitigated   | 20.0797   | 0.2506 | 6.0600e-003 | 28.1516 |
| Unmitigated | 20.0797   | 0.2506 | 6.0600e-003 | 28.1516 |

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

|                                | Indoor/Outdoor Use | Total CO2      | CH4           | N2O                | CO2e           |
|--------------------------------|--------------------|----------------|---------------|--------------------|----------------|
| Land Use                       | Mgal               | MT/yr          |               |                    |                |
| Refrigerated Warehouse-No Rail | 7.64513 / 0        | 20.0797        | 0.2506        | 6.0600e-003        | 28.1516        |
| User Defined Industrial        | 0 / 0              | 0.0000         | 0.0000        | 0.0000             | 0.0000         |
| <b>Total</b>                   |                    | <b>20.0797</b> | <b>0.2506</b> | <b>6.0600e-003</b> | <b>28.1516</b> |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****7.2 Water by Land Use****Mitigated**

|                                | Indoor/Outdoor Use | Total CO2      | CH4           | N2O                | CO2e           |
|--------------------------------|--------------------|----------------|---------------|--------------------|----------------|
| Land Use                       | Mgal               | MT/yr          |               |                    |                |
| Refrigerated Warehouse-No Rail | 7.64513 / 0        | 20.0797        | 0.2506        | 6.0600e-003        | 28.1516        |
| User Defined Industrial        | 0 / 0              | 0.0000         | 0.0000        | 0.0000             | 0.0000         |
| <b>Total</b>                   |                    | <b>20.0797</b> | <b>0.2506</b> | <b>6.0600e-003</b> | <b>28.1516</b> |

**8.0 Waste Detail****8.1 Mitigation Measures Waste****Category/Year**

|             | Total CO2 | CH4    | N2O    | CO2e    |
|-------------|-----------|--------|--------|---------|
|             | MT/yr     |        |        |         |
| Mitigated   | 6.3090    | 0.3729 | 0.0000 | 15.6302 |
| Unmitigated | 6.3090    | 0.3729 | 0.0000 | 15.6302 |

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.2 Waste by Land Use****Unmitigated**

|                                | Waste Disposed | Total CO2     | CH4           | N2O           | CO2e           |
|--------------------------------|----------------|---------------|---------------|---------------|----------------|
| Land Use                       | tons           | MT/yr         |               |               |                |
| Refrigerated Warehouse-No Rail | 31.08          | 6.3090        | 0.3729        | 0.0000        | 15.6302        |
| User Defined Industrial        | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| <b>Total</b>                   |                | <b>6.3090</b> | <b>0.3729</b> | <b>0.0000</b> | <b>15.6302</b> |

**Mitigated**

|                                | Waste Disposed | Total CO2     | CH4           | N2O           | CO2e           |
|--------------------------------|----------------|---------------|---------------|---------------|----------------|
| Land Use                       | tons           | MT/yr         |               |               |                |
| Refrigerated Warehouse-No Rail | 31.08          | 6.3090        | 0.3729        | 0.0000        | 15.6302        |
| User Defined Industrial        | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| <b>Total</b>                   |                | <b>6.3090</b> | <b>0.3729</b> | <b>0.0000</b> | <b>15.6302</b> |

**9.0 Operational Offroad**

## Moreno Valley Business Park - Phase II (High-Cube Cold Storage Operations) - Riverside-South Coast County, Annual

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

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

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

**11.0 Vegetation**

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## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Moreno Valley Business Park - Phase II (Manufacturing Operations)****Riverside-South Coast County, Summer****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses               | Size   | Metric            | Lot Acreage | Floor Surface Area | Population |
|-------------------------|--------|-------------------|-------------|--------------------|------------|
| Manufacturing           | 33.06  | 1000sqft          | 0.76        | 33,060.00          | 0          |
| User Defined Industrial | 33.06  | User Defined Unit | 0.00        | 0.00               | 0          |
| Parking Lot             | 134.00 | Space             | 0.94        | 41,076.00          | 0          |
| Other Asphalt Surfaces  | 173.37 | 1000sqft          | 3.98        | 173,366.00         | 0          |

**1.2 Other Project Characteristics**

|                                |                            |                                |       |                                  |       |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>            | Urban                      | <b>Wind Speed (m/s)</b>        | 2.4   | <b>Precipitation Freq (Days)</b> | 28    |
| <b>Climate Zone</b>            | 10                         |                                |       | <b>Operational Year</b>          | 2023  |
| <b>Utility Company</b>         | Southern California Edison |                                |       |                                  |       |
| <b>CO2 Intensity (lb/MWhr)</b> | 390.98                     | <b>CH4 Intensity (lb/MWhr)</b> | 0.033 | <b>N2O Intensity (lb/MWhr)</b>   | 0.004 |

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

Project Characteristics -

Land Use - Total Project area (without Warehouse and High-Cube Cold Storage use) is 5.68 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Busniess Survey Results (2014)

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Summer

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

| Table Name           | Column Name  | Default Value | New Value |
|----------------------|--------------|---------------|-----------|
| tblConstructionPhase | NumDays      | 20.00         | 0.00      |
| tblConstructionPhase | PhaseEndDate | 8/26/2022     | 7/31/2022 |
| tblFleetMix          | HHD          | 0.02          | 0.00      |
| tblFleetMix          | HHD          | 0.02          | 0.63      |
| tblFleetMix          | LDA          | 0.53          | 0.58      |
| tblFleetMix          | LDA          | 0.53          | 0.00      |
| tblFleetMix          | LDT1         | 0.06          | 0.06      |
| tblFleetMix          | LDT1         | 0.06          | 0.00      |
| tblFleetMix          | LDT2         | 0.17          | 0.19      |
| tblFleetMix          | LDT2         | 0.17          | 0.00      |
| tblFleetMix          | LHD1         | 0.03          | 0.00      |
| tblFleetMix          | LHD1         | 0.03          | 0.10      |
| tblFleetMix          | LHD2         | 7.3100e-003   | 0.00      |
| tblFleetMix          | LHD2         | 7.3100e-003   | 0.03      |
| tblFleetMix          | MCY          | 0.02          | 0.03      |
| tblFleetMix          | MCY          | 0.02          | 0.00      |
| tblFleetMix          | MDV          | 0.14          | 0.15      |
| tblFleetMix          | MDV          | 0.14          | 0.00      |
| tblFleetMix          | MH           | 5.4680e-003   | 0.00      |
| tblFleetMix          | MH           | 5.4680e-003   | 0.00      |
| tblFleetMix          | MHD          | 0.01          | 0.00      |
| tblFleetMix          | MHD          | 0.01          | 0.25      |
| tblFleetMix          | OBUS         | 6.1600e-004   | 0.00      |
| tblFleetMix          | OBUS         | 6.1600e-004   | 0.00      |
| tblFleetMix          | SBUS         | 1.1000e-003   | 0.00      |
| tblFleetMix          | SBUS         | 1.1000e-003   | 0.00      |
| tblFleetMix          | UBUS         | 3.1500e-004   | 0.00      |
| tblFleetMix          | UBUS         | 3.1500e-004   | 0.00      |



## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Summer

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

|                                |                            |           |           |
|--------------------------------|----------------------------|-----------|-----------|
| tblLandUse                     | LandUseSquareFeet          | 53,600.00 | 41,076.00 |
| tblLandUse                     | LotAcreage                 | 1.21      | 0.94      |
| tblOffRoadEquipment            | OffRoadEquipmentUnitAmount | 1.00      | 0.00      |
| tblOffRoadEquipment            | OffRoadEquipmentUnitAmount | 3.00      | 0.00      |
| tblOffRoadEquipment            | OffRoadEquipmentUnitAmount | 2.00      | 0.00      |
| tblOperationalOffRoadEquipment | OperDaysPerYear            | 260.00    | 365.00    |
| tblOperationalOffRoadEquipment | OperFuelType               | Diesel    | CNG       |
| tblOperationalOffRoadEquipment | OperHorsePower             | 97.00     | 200.00    |
| tblOperationalOffRoadEquipment | OperHoursPerDay            | 8.00      | 4.00      |
| tblOperationalOffRoadEquipment | OperOffRoadEquipmentNumber | 0.00      | 1.00      |
| tblVehicleTrips                | CW_TL                      | 16.60     | 40.00     |
| tblVehicleTrips                | CW_TTP                     | 0.00      | 100.00    |
| tblVehicleTrips                | PR_TP                      | 0.00      | 100.00    |
| tblVehicleTrips                | ST_TR                      | 6.42      | 1.34      |
| tblVehicleTrips                | ST_TR                      | 0.00      | 0.15      |
| tblVehicleTrips                | SU_TR                      | 5.09      | 0.89      |
| tblVehicleTrips                | SU_TR                      | 0.00      | 0.10      |
| tblVehicleTrips                | WD_TR                      | 3.93      | 4.30      |
| tblVehicleTrips                | WD_TR                      | 0.00      | 0.48      |

**2.0 Emissions Summary**

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

### Unmitigated Construction

[illegible]

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.2 Overall Operational****Unmitigated Operational**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day        |                   |                   |               |               |                   |
| Area         | 0.8344        | 3.5000e-004   | 0.0381        | 0.0000        |               | 1.4000e-004   | 1.4000e-004   |                | 1.4000e-004   | 1.4000e-004   |               | 0.0817            | 0.0817            | 2.1000e-004   |               | 0.0871            |
| Energy       | 0.0316        | 0.2871        | 0.2412        | 1.7200e-003   |               | 0.0218        | 0.0218        |                | 0.0218        | 0.0218        |               | 344.5060          | 344.5060          | 6.6000e-003   | 6.3200e-003   | 346.5532          |
| Mobile       | 0.5788        | 2.6775        | 6.4449        | 0.0267        | 1.8838        | 0.0350        | 1.9188        | 0.5087         | 0.0333        | 0.5420        |               | 2,784.5719        | 2,784.5719        | 0.0765        | 0.2650        | 2,865.4640        |
| Offroad      | 0.1103        | 1.0361        | 0.7492        | 3.1700e-003   |               | 0.0376        | 0.0376        |                | 0.0346        | 0.0346        | 0.0000        | 306.5451          | 306.5451          | 0.0991        |               | 309.0237          |
| <b>Total</b> | <b>1.5551</b> | <b>4.0010</b> | <b>7.4734</b> | <b>0.0316</b> | <b>1.8838</b> | <b>0.0945</b> | <b>1.9784</b> | <b>0.5087</b>  | <b>0.0898</b> | <b>0.5985</b> | <b>0.0000</b> | <b>3,435.7048</b> | <b>3,435.7048</b> | <b>0.1825</b> | <b>0.2714</b> | <b>3,521.1280</b> |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.2 Overall Operational****Mitigated Operational**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day        |                   |                   |               |               |                   |
| Area         | 0.8344        | 3.5000e-004   | 0.0381        | 0.0000        |               | 1.4000e-004   | 1.4000e-004   |                | 1.4000e-004   | 1.4000e-004   |               | 0.0817            | 0.0817            | 2.1000e-004   |               | 0.0871            |
| Energy       | 0.0316        | 0.2871        | 0.2412        | 1.7200e-003   |               | 0.0218        | 0.0218        |                | 0.0218        | 0.0218        |               | 344.5060          | 344.5060          | 6.6000e-003   | 6.3200e-003   | 346.5532          |
| Mobile       | 0.5788        | 2.6775        | 6.4449        | 0.0267        | 1.8838        | 0.0350        | 1.9188        | 0.5087         | 0.0333        | 0.5420        |               | 2,784.5719        | 2,784.5719        | 0.0765        | 0.2650        | 2,865.4640        |
| Offroad      | 0.1103        | 1.0361        | 0.7492        | 3.1700e-003   |               | 0.0376        | 0.0376        |                | 0.0346        | 0.0346        | 0.0000        | 306.5451          | 306.5451          | 0.0991        |               | 309.0237          |
| <b>Total</b> | <b>1.5551</b> | <b>4.0010</b> | <b>7.4734</b> | <b>0.0316</b> | <b>1.8838</b> | <b>0.0945</b> | <b>1.9784</b> | <b>0.5087</b>  | <b>0.0898</b> | <b>0.5985</b> | <b>0.0000</b> | <b>3,435.7048</b> | <b>3,435.7048</b> | <b>0.1825</b> | <b>0.2714</b> | <b>3,521.1280</b> |

|                          | ROG         | NOx         | CO          | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2    | NBio-CO2    | Total CO2   | CH4         | N2O         | CO2e        |
|--------------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Percent Reduction</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b>   | <b>0.00</b>  | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |

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

| Phase Number | Phase Name | Phase Type | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|------------|------------|------------|-----------|---------------|----------|-------------------|
| 1            | Demolition | Demolition | 8/1/2022   | 7/31/2022 | 5             | 0        |                   |

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

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

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

| 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        |

| 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                  |

### 3.2 Demolition - 2022

### Unmitigated Construction On-Site

[illegible]

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

### Unmitigated Construction Off-Site

[illegible]

### Mitigated Construction On-Site

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.2 Demolition - 2022****Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day        |               |               |               |               |               |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 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       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

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

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Summer

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

|             | ROG    | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2      | Total CO2      | CH4    | N2O    | CO2e           |
|-------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------------|----------------|--------|--------|----------------|
| Category    | lb/day |        |        |        |               |              |            |                |               |             | lb/day   |                |                |        |        |                |
| Mitigated   | 0.5788 | 2.6775 | 6.4449 | 0.0267 | 1.8838        | 0.0350       | 1.9188     | 0.5087         | 0.0333        | 0.5420      |          | 2,784,571<br>9 | 2,784,571<br>9 | 0.0765 | 0.2650 | 2,865,464<br>0 |
| Unmitigated | 0.5788 | 2.6775 | 6.4449 | 0.0267 | 1.8838        | 0.0350       | 1.9188     | 0.5087         | 0.0333        | 0.5420      |          | 2,784,571<br>9 | 2,784,571<br>9 | 0.0765 | 0.2650 | 2,865,464<br>0 |

**4.2 Trip Summary Information**

| Land Use                | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|-------------------------|-------------------------|----------|--------|-------------|------------|
|                         | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Manufacturing           | 142.00                  | 44.27    | 29.41  | 495,765     | 495,765    |
| Other Asphalt Surfaces  | 0.00                    | 0.00     | 0.00   |             |            |
| Parking Lot             | 0.00                    | 0.00     | 0.00   |             |            |
| User Defined Industrial | 16.00                   | 4.99     | 3.32   | 183,685     | 183,685    |
| Total                   | 158.00                  | 49.26    | 32.73  | 679,450     | 679,450    |

**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 |
| Manufacturing           | 16.60      | 8.40       | 6.90        | 59.00      | 28.00      | 13.00       | 92             | 5        | 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       |
| User Defined Industrial | 40.00      | 8.40       | 6.90        | 100.00     | 0.00       | 0.00        | 100            | 0        | 0       |

**4.4 Fleet Mix**



## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Summer

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

| Land Use                | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Manufacturing           | 0.576000 | 0.060300 | 0.185900 | 0.151900 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.025900 | 0.000000 | 0.000000 |
| Other Asphalt Surfaces  | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| Parking Lot             | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| User Defined Industrial | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.098100 | 0.026900 | 0.250000 | 0.625000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

|                        | ROG    | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O         | CO2e     |
|------------------------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|----------|
| Category               | lb/day |        |        |             |               |              |            |                |               |             | lb/day   |           |           |             |             |          |
| NaturalGas Mitigated   | 0.0316 | 0.2871 | 0.2412 | 1.7200e-003 |               | 0.0218       | 0.0218     |                | 0.0218        | 0.0218      |          | 344.5060  | 344.5060  | 6.6000e-003 | 6.3200e-003 | 346.5532 |
| NaturalGas Unmitigated | 0.0316 | 0.2871 | 0.2412 | 1.7200e-003 |               | 0.0218       | 0.0218     |                | 0.0218        | 0.0218      |          | 344.5060  | 344.5060  | 6.6000e-003 | 6.3200e-003 | 346.5532 |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.2 Energy by Land Use - NaturalGas****Unmitigated**

|                         | NaturalGas Use | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|-------------------------|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Land Use                | kBTU/yr        | lb/day        |               |               |                    |               |               |               |                |               |               | lb/day   |                 |                 |                    |                    |                 |
| Manufacturing           | 2928.3         | 0.0316        | 0.2871        | 0.2412        | 1.7200e-003        |               | 0.0218        | 0.0218        |                | 0.0218        | 0.0218        |          | 344.5060        | 344.5060        | 6.6000e-003        | 6.3200e-003        | 346.5532        |
| Other Asphalt Surfaces  | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000             |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Parking Lot             | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000             |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| User Defined Industrial | 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          |
| <b>Total</b>            |                | <b>0.0316</b> | <b>0.2871</b> | <b>0.2412</b> | <b>1.7200e-003</b> |               | <b>0.0218</b> | <b>0.0218</b> |                | <b>0.0218</b> | <b>0.0218</b> |          | <b>344.5060</b> | <b>344.5060</b> | <b>6.6000e-003</b> | <b>6.3200e-003</b> | <b>346.5532</b> |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.2 Energy by Land Use - NaturalGas****Mitigated**

|                         | NaturalGas Use | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|-------------------------|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Land Use                | kBTU/yr        | lb/day        |               |               |                    |               |               |               |                |               |               | lb/day   |                 |                 |                    |                    |                 |
| Manufacturing           | 2.9283         | 0.0316        | 0.2871        | 0.2412        | 1.7200e-003        |               | 0.0218        | 0.0218        |                | 0.0218        | 0.0218        |          | 344.5060        | 344.5060        | 6.6000e-003        | 6.3200e-003        | 346.5532        |
| Other Asphalt Surfaces  | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000             |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Parking Lot             | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000             |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| User Defined Industrial | 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          |
| <b>Total</b>            |                | <b>0.0316</b> | <b>0.2871</b> | <b>0.2412</b> | <b>1.7200e-003</b> |               | <b>0.0218</b> | <b>0.0218</b> |                | <b>0.0218</b> | <b>0.0218</b> |          | <b>344.5060</b> | <b>344.5060</b> | <b>6.6000e-003</b> | <b>6.3200e-003</b> | <b>346.5532</b> |

**6.0 Area Detail****6.1 Mitigation Measures Area**

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Summer

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

|             | ROG    | NOx         | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O | CO2e   |
|-------------|--------|-------------|--------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|--------|
| Category    | lb/day |             |        |        |               |              |             |                |               |             | lb/day   |           |           |             |     |        |
| Mitigated   | 0.8344 | 3.5000e-004 | 0.0381 | 0.0000 |               | 1.4000e-004  | 1.4000e-004 |                | 1.4000e-004   | 1.4000e-004 |          | 0.0817    | 0.0817    | 2.1000e-004 |     | 0.0871 |
| Unmitigated | 0.8344 | 3.5000e-004 | 0.0381 | 0.0000 |               | 1.4000e-004  | 1.4000e-004 |                | 1.4000e-004   | 1.4000e-004 |          | 0.0817    | 0.0817    | 2.1000e-004 |     | 0.0871 |

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

|                       | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.1003        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 0.7305        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 3.5300e-003   | 3.5000e-004        | 0.0381        | 0.0000        |               | 1.4000e-004        | 1.4000e-004        |                | 1.4000e-004        | 1.4000e-004        |          | 0.0817        | 0.0817        | 2.1000e-004        |     | 0.0871        |
| <b>Total</b>          | <b>0.8344</b> | <b>3.5000e-004</b> | <b>0.0381</b> | <b>0.0000</b> |               | <b>1.4000e-004</b> | <b>1.4000e-004</b> |                | <b>1.4000e-004</b> | <b>1.4000e-004</b> |          | <b>0.0817</b> | <b>0.0817</b> | <b>2.1000e-004</b> |     | <b>0.0871</b> |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****6.2 Area by SubCategory****Mitigated**

|                       | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.1003        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 0.7305        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 3.5300e-003   | 3.5000e-004        | 0.0381        | 0.0000        |               | 1.4000e-004        | 1.4000e-004        |                | 1.4000e-004        | 1.4000e-004        |          | 0.0817        | 0.0817        | 2.1000e-004        |     | 0.0871        |
| <b>Total</b>          | <b>0.8344</b> | <b>3.5000e-004</b> | <b>0.0381</b> | <b>0.0000</b> |               | <b>1.4000e-004</b> | <b>1.4000e-004</b> |                | <b>1.4000e-004</b> | <b>1.4000e-004</b> |          | <b>0.0817</b> | <b>0.0817</b> | <b>2.1000e-004</b> |     | <b>0.0871</b> |

**7.0 Water Detail****7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

| Equipment Type            | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---------------------------|--------|-----------|-----------|-------------|-------------|-----------|
| Tractors/Loaders/Backhoes | 1      | 4.00      | 365       | 200         | 0.37        | CNG       |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Summer

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

|                           | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O | CO2e            |
|---------------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|
| Equipment Type            | lb/day        |               |               |                    |               |               |               |                |               |               | lb/day        |                 |                 |               |     |                 |
| Tractors/Loaders/Backhoes | 0.1103        | 1.0361        | 0.7492        | 3.1700e-003        |               | 0.0376        | 0.0376        |                | 0.0346        | 0.0346        | 0.0000        | 306.5451        | 306.5451        | 0.0991        |     | 309.0237        |
| <b>Total</b>              | <b>0.1103</b> | <b>1.0361</b> | <b>0.7492</b> | <b>3.1700e-003</b> |               | <b>0.0376</b> | <b>0.0376</b> |                | <b>0.0346</b> | <b>0.0346</b> | <b>0.0000</b> | <b>306.5451</b> | <b>306.5451</b> | <b>0.0991</b> |     | <b>309.0237</b> |

**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 |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

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

**11.0 Vegetation**

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Moreno Valley Business Park - Phase II (Manufacturing Operations)****Riverside-South Coast County, Winter****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses               | Size   | Metric            | Lot Acreage | Floor Surface Area | Population |
|-------------------------|--------|-------------------|-------------|--------------------|------------|
| Manufacturing           | 33.06  | 1000sqft          | 0.76        | 33,060.00          | 0          |
| User Defined Industrial | 33.06  | User Defined Unit | 0.00        | 0.00               | 0          |
| Parking Lot             | 134.00 | Space             | 0.94        | 41,076.00          | 0          |
| Other Asphalt Surfaces  | 173.37 | 1000sqft          | 3.98        | 173,366.00         | 0          |

**1.2 Other Project Characteristics**

|                                |                            |                                |       |                                  |       |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>            | Urban                      | <b>Wind Speed (m/s)</b>        | 2.4   | <b>Precipitation Freq (Days)</b> | 28    |
| <b>Climate Zone</b>            | 10                         |                                |       | <b>Operational Year</b>          | 2023  |
| <b>Utility Company</b>         | Southern California Edison |                                |       |                                  |       |
| <b>CO2 Intensity (lb/MWhr)</b> | 390.98                     | <b>CH4 Intensity (lb/MWhr)</b> | 0.033 | <b>N2O Intensity (lb/MWhr)</b>   | 0.004 |

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

Project Characteristics -

Land Use - Total Project area (without Warehouse and High-Cube Cold Storage use) is 5.68 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Busniess Survey Results (2014)

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Winter

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

| Table Name           | Column Name  | Default Value | New Value |
|----------------------|--------------|---------------|-----------|
| tblConstructionPhase | NumDays      | 20.00         | 0.00      |
| tblConstructionPhase | PhaseEndDate | 8/26/2022     | 7/31/2022 |
| tblFleetMix          | HHD          | 0.02          | 0.00      |
| tblFleetMix          | HHD          | 0.02          | 0.63      |
| tblFleetMix          | LDA          | 0.53          | 0.58      |
| tblFleetMix          | LDA          | 0.53          | 0.00      |
| tblFleetMix          | LDT1         | 0.06          | 0.06      |
| tblFleetMix          | LDT1         | 0.06          | 0.00      |
| tblFleetMix          | LDT2         | 0.17          | 0.19      |
| tblFleetMix          | LDT2         | 0.17          | 0.00      |
| tblFleetMix          | LHD1         | 0.03          | 0.00      |
| tblFleetMix          | LHD1         | 0.03          | 0.10      |
| tblFleetMix          | LHD2         | 7.3100e-003   | 0.00      |
| tblFleetMix          | LHD2         | 7.3100e-003   | 0.03      |
| tblFleetMix          | MCY          | 0.02          | 0.03      |
| tblFleetMix          | MCY          | 0.02          | 0.00      |
| tblFleetMix          | MDV          | 0.14          | 0.15      |
| tblFleetMix          | MDV          | 0.14          | 0.00      |
| tblFleetMix          | MH           | 5.4680e-003   | 0.00      |
| tblFleetMix          | MH           | 5.4680e-003   | 0.00      |
| tblFleetMix          | MHD          | 0.01          | 0.00      |
| tblFleetMix          | MHD          | 0.01          | 0.25      |
| tblFleetMix          | OBUS         | 6.1600e-004   | 0.00      |
| tblFleetMix          | OBUS         | 6.1600e-004   | 0.00      |
| tblFleetMix          | SBUS         | 1.1000e-003   | 0.00      |
| tblFleetMix          | SBUS         | 1.1000e-003   | 0.00      |
| tblFleetMix          | UBUS         | 3.1500e-004   | 0.00      |
| tblFleetMix          | UBUS         | 3.1500e-004   | 0.00      |



## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Winter

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

|                                |                            |           |           |
|--------------------------------|----------------------------|-----------|-----------|
| tblLandUse                     | LandUseSquareFeet          | 53,600.00 | 41,076.00 |
| tblLandUse                     | LotAcreage                 | 1.21      | 0.94      |
| tblOffRoadEquipment            | OffRoadEquipmentUnitAmount | 1.00      | 0.00      |
| tblOffRoadEquipment            | OffRoadEquipmentUnitAmount | 3.00      | 0.00      |
| tblOffRoadEquipment            | OffRoadEquipmentUnitAmount | 2.00      | 0.00      |
| tblOperationalOffRoadEquipment | OperDaysPerYear            | 260.00    | 365.00    |
| tblOperationalOffRoadEquipment | OperFuelType               | Diesel    | CNG       |
| tblOperationalOffRoadEquipment | OperHorsePower             | 97.00     | 200.00    |
| tblOperationalOffRoadEquipment | OperHoursPerDay            | 8.00      | 4.00      |
| tblOperationalOffRoadEquipment | OperOffRoadEquipmentNumber | 0.00      | 1.00      |
| tblVehicleTrips                | CW_TL                      | 16.60     | 40.00     |
| tblVehicleTrips                | CW_TTP                     | 0.00      | 100.00    |
| tblVehicleTrips                | PR_TP                      | 0.00      | 100.00    |
| tblVehicleTrips                | ST_TR                      | 6.42      | 1.34      |
| tblVehicleTrips                | ST_TR                      | 0.00      | 0.15      |
| tblVehicleTrips                | SU_TR                      | 5.09      | 0.89      |
| tblVehicleTrips                | SU_TR                      | 0.00      | 0.10      |
| tblVehicleTrips                | WD_TR                      | 3.93      | 4.30      |
| tblVehicleTrips                | WD_TR                      | 0.00      | 0.48      |

**2.0 Emissions Summary**

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

### Unmitigated Construction

[illegible]

### **Mitigated Construction**

[illegible][illegible]

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.2 Overall Operational****Unmitigated Operational**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day        |                   |                   |               |               |                   |
| Area         | 0.8344        | 3.5000e-004   | 0.0381        | 0.0000        |               | 1.4000e-004   | 1.4000e-004   |                | 1.4000e-004   | 1.4000e-004   |               | 0.0817            | 0.0817            | 2.1000e-004   |               | 0.0871            |
| Energy       | 0.0316        | 0.2871        | 0.2412        | 1.7200e-003   |               | 0.0218        | 0.0218        |                | 0.0218        | 0.0218        |               | 344.5060          | 344.5060          | 6.6000e-003   | 6.3200e-003   | 346.5532          |
| Mobile       | 0.5055        | 2.8289        | 5.6667        | 0.0256        | 1.8838        | 0.0350        | 1.9188        | 0.5087         | 0.0333        | 0.5420        |               | 2,678.3108        | 2,678.3108        | 0.0773        | 0.2665        | 2,759.6688        |
| Offroad      | 0.1103        | 1.0361        | 0.7492        | 3.1700e-003   |               | 0.0376        | 0.0376        |                | 0.0346        | 0.0346        | 0.0000        | 306.5451          | 306.5451          | 0.0991        |               | 309.0237          |
| <b>Total</b> | <b>1.4818</b> | <b>4.1524</b> | <b>6.6952</b> | <b>0.0305</b> | <b>1.8838</b> | <b>0.0945</b> | <b>1.9784</b> | <b>0.5087</b>  | <b>0.0898</b> | <b>0.5985</b> | <b>0.0000</b> | <b>3,329.4436</b> | <b>3,329.4436</b> | <b>0.1832</b> | <b>0.2729</b> | <b>3,415.3327</b> |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.2 Overall Operational****Mitigated Operational**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day        |                   |                   |               |               |                   |
| Area         | 0.8344        | 3.5000e-004   | 0.0381        | 0.0000        |               | 1.4000e-004   | 1.4000e-004   |                | 1.4000e-004   | 1.4000e-004   |               | 0.0817            | 0.0817            | 2.1000e-004   |               | 0.0871            |
| Energy       | 0.0316        | 0.2871        | 0.2412        | 1.7200e-003   |               | 0.0218        | 0.0218        |                | 0.0218        | 0.0218        |               | 344.5060          | 344.5060          | 6.6000e-003   | 6.3200e-003   | 346.5532          |
| Mobile       | 0.5055        | 2.8289        | 5.6667        | 0.0256        | 1.8838        | 0.0350        | 1.9188        | 0.5087         | 0.0333        | 0.5420        |               | 2,678.3108        | 2,678.3108        | 0.0773        | 0.2665        | 2,759.6688        |
| Offroad      | 0.1103        | 1.0361        | 0.7492        | 3.1700e-003   |               | 0.0376        | 0.0376        |                | 0.0346        | 0.0346        | 0.0000        | 306.5451          | 306.5451          | 0.0991        |               | 309.0237          |
| <b>Total</b> | <b>1.4818</b> | <b>4.1524</b> | <b>6.6952</b> | <b>0.0305</b> | <b>1.8838</b> | <b>0.0945</b> | <b>1.9784</b> | <b>0.5087</b>  | <b>0.0898</b> | <b>0.5985</b> | <b>0.0000</b> | <b>3,329.4436</b> | <b>3,329.4436</b> | <b>0.1832</b> | <b>0.2729</b> | <b>3,415.3327</b> |

|                          | ROG         | NOx         | CO          | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2    | NBio-CO2    | Total CO2   | CH4         | N2O         | CO2e        |
|--------------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Percent Reduction</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b>   | <b>0.00</b>  | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |

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

| Phase Number | Phase Name | Phase Type | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|------------|------------|------------|-----------|---------------|----------|-------------------|
| 1            | Demolition | Demolition | 8/1/2022   | 7/31/2022 | 5             | 0        |                   |

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

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

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

| 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        |

| 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                  |

### 3.2 Demolition - 2022

### Unmitigated Construction On-Site

[illegible]

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

### Unmitigated Construction Off-Site

[illegible]

### **Mitigated Construction On-Site**

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.2 Demolition - 2022****Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day        |               |               |               |               |               |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 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       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

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

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Winter

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

|             | ROG    | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2  | Total CO2  | CH4    | N2O    | CO2e       |
|-------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------------|
| Category    | lb/day |        |        |        |               |              |            |                |               |             | lb/day   |            |            |        |        |            |
| Mitigated   | 0.5055 | 2.8289 | 5.6667 | 0.0256 | 1.8838        | 0.0350       | 1.9188     | 0.5087         | 0.0333        | 0.5420      |          | 2,678.3108 | 2,678.3108 | 0.0773 | 0.2665 | 2,759.6688 |
| Unmitigated | 0.5055 | 2.8289 | 5.6667 | 0.0256 | 1.8838        | 0.0350       | 1.9188     | 0.5087         | 0.0333        | 0.5420      |          | 2,678.3108 | 2,678.3108 | 0.0773 | 0.2665 | 2,759.6688 |

**4.2 Trip Summary Information**

| Land Use                | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|-------------------------|-------------------------|----------|--------|-------------|------------|
|                         | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Manufacturing           | 142.00                  | 44.27    | 29.41  | 495,765     | 495,765    |
| Other Asphalt Surfaces  | 0.00                    | 0.00     | 0.00   |             |            |
| Parking Lot             | 0.00                    | 0.00     | 0.00   |             |            |
| User Defined Industrial | 16.00                   | 4.99     | 3.32   | 183,685     | 183,685    |
| Total                   | 158.00                  | 49.26    | 32.73  | 679,450     | 679,450    |

**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 |
| Manufacturing           | 16.60      | 8.40       | 6.90        | 59.00      | 28.00      | 13.00       | 92             | 5        | 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       |
| User Defined Industrial | 40.00      | 8.40       | 6.90        | 100.00     | 0.00       | 0.00        | 100            | 0        | 0       |

**4.4 Fleet Mix**



## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Winter

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

| Land Use                | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Manufacturing           | 0.576000 | 0.060300 | 0.185900 | 0.151900 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.025900 | 0.000000 | 0.000000 |
| Other Asphalt Surfaces  | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| Parking Lot             | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| User Defined Industrial | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.098100 | 0.026900 | 0.250000 | 0.625000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |

## 5.0 Energy Detail

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

|                        | ROG    | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O         | CO2e     |
|------------------------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|----------|
| Category               | lb/day |        |        |             |               |              |            |                |               |             | lb/day   |           |           |             |             |          |
| NaturalGas Mitigated   | 0.0316 | 0.2871 | 0.2412 | 1.7200e-003 |               | 0.0218       | 0.0218     |                | 0.0218        | 0.0218      |          | 344.5060  | 344.5060  | 6.6000e-003 | 6.3200e-003 | 346.5532 |
| NaturalGas Unmitigated | 0.0316 | 0.2871 | 0.2412 | 1.7200e-003 |               | 0.0218       | 0.0218     |                | 0.0218        | 0.0218      |          | 344.5060  | 344.5060  | 6.6000e-003 | 6.3200e-003 | 346.5532 |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.2 Energy by Land Use - NaturalGas****Unmitigated**

|                         | NaturalGas Use | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|-------------------------|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Land Use                | kBTU/yr        | lb/day        |               |               |                    |               |               |               |                |               |               | lb/day   |                 |                 |                    |                    |                 |
| Manufacturing           | 2928.3         | 0.0316        | 0.2871        | 0.2412        | 1.7200e-003        |               | 0.0218        | 0.0218        |                | 0.0218        | 0.0218        |          | 344.5060        | 344.5060        | 6.6000e-003        | 6.3200e-003        | 346.5532        |
| Other Asphalt Surfaces  | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000             |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Parking Lot             | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000             |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| User Defined Industrial | 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          |
| <b>Total</b>            |                | <b>0.0316</b> | <b>0.2871</b> | <b>0.2412</b> | <b>1.7200e-003</b> |               | <b>0.0218</b> | <b>0.0218</b> |                | <b>0.0218</b> | <b>0.0218</b> |          | <b>344.5060</b> | <b>344.5060</b> | <b>6.6000e-003</b> | <b>6.3200e-003</b> | <b>346.5532</b> |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.2 Energy by Land Use - NaturalGas****Mitigated**

|                         | NaturalGas Use | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2       | Total CO2       | CH4                | N2O                | CO2e            |
|-------------------------|----------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------------|-----------------|--------------------|--------------------|-----------------|
| Land Use                | kBTU/yr        | lb/day        |               |               |                    |               |               |               |                |               |               | lb/day   |                 |                 |                    |                    |                 |
| Manufacturing           | 2.9283         | 0.0316        | 0.2871        | 0.2412        | 1.7200e-003        |               | 0.0218        | 0.0218        |                | 0.0218        | 0.0218        |          | 344.5060        | 344.5060        | 6.6000e-003        | 6.3200e-003        | 346.5532        |
| Other Asphalt Surfaces  | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000             |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| Parking Lot             | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000             |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        |          | 0.0000          | 0.0000          | 0.0000             | 0.0000             | 0.0000          |
| User Defined Industrial | 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          |
| <b>Total</b>            |                | <b>0.0316</b> | <b>0.2871</b> | <b>0.2412</b> | <b>1.7200e-003</b> |               | <b>0.0218</b> | <b>0.0218</b> |                | <b>0.0218</b> | <b>0.0218</b> |          | <b>344.5060</b> | <b>344.5060</b> | <b>6.6000e-003</b> | <b>6.3200e-003</b> | <b>346.5532</b> |

**6.0 Area Detail****6.1 Mitigation Measures Area**

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Winter

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

|             | ROG    | NOx         | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O | CO2e   |
|-------------|--------|-------------|--------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|--------|
| Category    | lb/day |             |        |        |               |              |             |                |               |             | lb/day   |           |           |             |     |        |
| Mitigated   | 0.8344 | 3.5000e-004 | 0.0381 | 0.0000 |               | 1.4000e-004  | 1.4000e-004 |                | 1.4000e-004   | 1.4000e-004 |          | 0.0817    | 0.0817    | 2.1000e-004 |     | 0.0871 |
| Unmitigated | 0.8344 | 3.5000e-004 | 0.0381 | 0.0000 |               | 1.4000e-004  | 1.4000e-004 |                | 1.4000e-004   | 1.4000e-004 |          | 0.0817    | 0.0817    | 2.1000e-004 |     | 0.0871 |

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

|                       | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.1003        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 0.7305        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 3.5300e-003   | 3.5000e-004        | 0.0381        | 0.0000        |               | 1.4000e-004        | 1.4000e-004        |                | 1.4000e-004        | 1.4000e-004        |          | 0.0817        | 0.0817        | 2.1000e-004        |     | 0.0871        |
| <b>Total</b>          | <b>0.8344</b> | <b>3.5000e-004</b> | <b>0.0381</b> | <b>0.0000</b> |               | <b>1.4000e-004</b> | <b>1.4000e-004</b> |                | <b>1.4000e-004</b> | <b>1.4000e-004</b> |          | <b>0.0817</b> | <b>0.0817</b> | <b>2.1000e-004</b> |     | <b>0.0871</b> |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****6.2 Area by SubCategory****Mitigated**

|                       | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.1003        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 0.7305        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 3.5300e-003   | 3.5000e-004        | 0.0381        | 0.0000        |               | 1.4000e-004        | 1.4000e-004        |                | 1.4000e-004        | 1.4000e-004        |          | 0.0817        | 0.0817        | 2.1000e-004        |     | 0.0871        |
| <b>Total</b>          | <b>0.8344</b> | <b>3.5000e-004</b> | <b>0.0381</b> | <b>0.0000</b> |               | <b>1.4000e-004</b> | <b>1.4000e-004</b> |                | <b>1.4000e-004</b> | <b>1.4000e-004</b> |          | <b>0.0817</b> | <b>0.0817</b> | <b>2.1000e-004</b> |     | <b>0.0871</b> |

**7.0 Water Detail****7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

| Equipment Type            | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---------------------------|--------|-----------|-----------|-------------|-------------|-----------|
| Tractors/Loaders/Backhoes | 1      | 4.00      | 365       | 200         | 0.37        | CNG       |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Winter

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

|                           | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2       | Total CO2       | CH4           | N2O | CO2e            |
|---------------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|
| Equipment Type            | lb/day        |               |               |                    |               |               |               |                |               |               | lb/day        |                 |                 |               |     |                 |
| Tractors/Loaders/Backhoes | 0.1103        | 1.0361        | 0.7492        | 3.1700e-003        |               | 0.0376        | 0.0376        |                | 0.0346        | 0.0346        | 0.0000        | 306.5451        | 306.5451        | 0.0991        |     | 309.0237        |
| <b>Total</b>              | <b>0.1103</b> | <b>1.0361</b> | <b>0.7492</b> | <b>3.1700e-003</b> |               | <b>0.0376</b> | <b>0.0376</b> |                | <b>0.0346</b> | <b>0.0346</b> | <b>0.0000</b> | <b>306.5451</b> | <b>306.5451</b> | <b>0.0991</b> |     | <b>309.0237</b> |

**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 |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

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

**11.0 Vegetation**

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Moreno Valley Business Park - Phase II (Manufacturing Operations)****Riverside-South Coast County, Annual****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses               | Size   | Metric            | Lot Acreage | Floor Surface Area | Population |
|-------------------------|--------|-------------------|-------------|--------------------|------------|
| Manufacturing           | 33.06  | 1000sqft          | 0.76        | 33,060.00          | 0          |
| User Defined Industrial | 33.06  | User Defined Unit | 0.00        | 0.00               | 0          |
| Parking Lot             | 134.00 | Space             | 0.94        | 41,076.00          | 0          |
| Other Asphalt Surfaces  | 173.37 | 1000sqft          | 3.98        | 173,366.00         | 0          |

**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/MWhr) | 390.98                     | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr)   | 0.004 |

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

Project Characteristics -

Land Use - Total Project area (without Warehouse and High-Cube Cold Storage use) is 5.68 acres

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

Operational Off-Road Equipment - Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Busniess Survey Results (2014)

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

| Table Name           | Column Name  | Default Value | New Value |
|----------------------|--------------|---------------|-----------|
| tblConstructionPhase | NumDays      | 20.00         | 0.00      |
| tblConstructionPhase | PhaseEndDate | 8/26/2022     | 7/31/2022 |
| tblFleetMix          | HHD          | 0.02          | 0.00      |
| tblFleetMix          | HHD          | 0.02          | 0.63      |
| tblFleetMix          | LDA          | 0.53          | 0.58      |
| tblFleetMix          | LDA          | 0.53          | 0.00      |
| tblFleetMix          | LDT1         | 0.06          | 0.06      |
| tblFleetMix          | LDT1         | 0.06          | 0.00      |
| tblFleetMix          | LDT2         | 0.17          | 0.19      |
| tblFleetMix          | LDT2         | 0.17          | 0.00      |
| tblFleetMix          | LHD1         | 0.03          | 0.00      |
| tblFleetMix          | LHD1         | 0.03          | 0.10      |
| tblFleetMix          | LHD2         | 7.3100e-003   | 0.00      |
| tblFleetMix          | LHD2         | 7.3100e-003   | 0.03      |
| tblFleetMix          | MCY          | 0.02          | 0.03      |
| tblFleetMix          | MCY          | 0.02          | 0.00      |
| tblFleetMix          | MDV          | 0.14          | 0.15      |
| tblFleetMix          | MDV          | 0.14          | 0.00      |
| tblFleetMix          | MH           | 5.4680e-003   | 0.00      |
| tblFleetMix          | MH           | 5.4680e-003   | 0.00      |
| tblFleetMix          | MHD          | 0.01          | 0.00      |
| tblFleetMix          | MHD          | 0.01          | 0.25      |
| tblFleetMix          | OBUS         | 6.1600e-004   | 0.00      |
| tblFleetMix          | OBUS         | 6.1600e-004   | 0.00      |
| tblFleetMix          | SBUS         | 1.1000e-003   | 0.00      |
| tblFleetMix          | SBUS         | 1.1000e-003   | 0.00      |
| tblFleetMix          | UBUS         | 3.1500e-004   | 0.00      |
| tblFleetMix          | UBUS         | 3.1500e-004   | 0.00      |



## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

|                                |                            |           |           |
|--------------------------------|----------------------------|-----------|-----------|
| tblLandUse                     | LandUseSquareFeet          | 53,600.00 | 41,076.00 |
| tblLandUse                     | LotAcreage                 | 1.21      | 0.94      |
| tblOffRoadEquipment            | OffRoadEquipmentUnitAmount | 1.00      | 0.00      |
| tblOffRoadEquipment            | OffRoadEquipmentUnitAmount | 3.00      | 0.00      |
| tblOffRoadEquipment            | OffRoadEquipmentUnitAmount | 2.00      | 0.00      |
| tblOperationalOffRoadEquipment | OperDaysPerYear            | 260.00    | 365.00    |
| tblOperationalOffRoadEquipment | OperFuelType               | Diesel    | CNG       |
| tblOperationalOffRoadEquipment | OperHorsePower             | 97.00     | 200.00    |
| tblOperationalOffRoadEquipment | OperHoursPerDay            | 8.00      | 4.00      |
| tblOperationalOffRoadEquipment | OperOffRoadEquipmentNumber | 0.00      | 1.00      |
| tblVehicleTrips                | CW_TL                      | 16.60     | 40.00     |
| tblVehicleTrips                | CW_TTP                     | 0.00      | 100.00    |
| tblVehicleTrips                | PR_TP                      | 0.00      | 100.00    |
| tblVehicleTrips                | ST_TR                      | 6.42      | 1.34      |
| tblVehicleTrips                | ST_TR                      | 0.00      | 0.15      |
| tblVehicleTrips                | SU_TR                      | 5.09      | 0.89      |
| tblVehicleTrips                | SU_TR                      | 0.00      | 0.10      |
| tblVehicleTrips                | WD_TR                      | 3.93      | 4.30      |
| tblVehicleTrips                | WD_TR                      | 0.00      | 0.48      |

**2.0 Emissions Summary**

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## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.1 Overall Construction****Unmitigated Construction**

|         | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|---------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year    | tons/yr |        |        |        |               |              |            |                |               |             | MT/yr    |           |           |        |        |        |
| 2022    | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |
| Maximum | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |

**Mitigated Construction**

|         | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|---------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year    | tons/yr |        |        |        |               |              |            |                |               |             | MT/yr    |           |           |        |        |        |
| 2022    | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |
| Maximum | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |

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

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

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

Highest

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

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2       | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr          |                 |                 |               |               |                 |
| Area         | 0.1521        | 4.0000e-005   | 4.7700e-003   | 0.0000             |               | 2.0000e-005   | 2.0000e-005   |                | 2.0000e-005   | 2.0000e-005   | 0.0000         | 9.2700e-003     | 9.2700e-003     | 2.0000e-005   | 0.0000        | 9.8800e-003     |
| Energy       | 5.7600e-003   | 0.0524        | 0.0440        | 3.1000e-004        |               | 3.9800e-003   | 3.9800e-003   |                | 3.9800e-003   | 3.9800e-003   | 0.0000         | 117.7479        | 117.7479        | 6.2200e-003   | 1.6700e-003   | 118.4000        |
| Mobile       | 0.0734        | 0.4073        | 0.8408        | 3.7000e-003        | 0.2660        | 5.0100e-003   | 0.2710        | 0.0719         | 4.7700e-003   | 0.0767        | 0.0000         | 351.2712        | 351.2712        | 0.0101        | 0.0347        | 361.8663        |
| Offroad      | 0.0201        | 0.1891        | 0.1367        | 5.8000e-004        |               | 6.8600e-003   | 6.8600e-003   |                | 6.3100e-003   | 6.3100e-003   | 0.0000         | 50.7519         | 50.7519         | 0.0164        | 0.0000        | 51.1623         |
| Waste        |               |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 8.3206         | 0.0000          | 8.3206          | 0.4917        | 0.0000        | 20.6139         |
| Water        |               |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 2.4255         | 17.6543         | 20.0797         | 0.2506        | 6.0600e-003   | 28.1516         |
| <b>Total</b> | <b>0.2514</b> | <b>0.6488</b> | <b>1.0263</b> | <b>4.5900e-003</b> | <b>0.2660</b> | <b>0.0159</b> | <b>0.2819</b> | <b>0.0719</b>  | <b>0.0151</b> | <b>0.0870</b> | <b>10.7461</b> | <b>537.4345</b> | <b>548.1806</b> | <b>0.7751</b> | <b>0.0424</b> | <b>580.2039</b> |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

## 2.2 Overall Operational

Mitigated Operational

|              | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2       | NBio- CO2       | Total CO2       | CH4           | N2O           | CO2e            |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------------|-----------------|-----------------|---------------|---------------|-----------------|
| Category     | tons/yr       |               |               |                    |               |               |               |                |               |               | MT/yr          |                 |                 |               |               |                 |
| Area         | 0.1521        | 4.0000e-005   | 4.7700e-003   | 0.0000             |               | 2.0000e-005   | 2.0000e-005   |                | 2.0000e-005   | 2.0000e-005   | 0.0000         | 9.2700e-003     | 9.2700e-003     | 2.0000e-005   | 0.0000        | 9.8800e-003     |
| Energy       | 5.7600e-003   | 0.0524        | 0.0440        | 3.1000e-004        |               | 3.9800e-003   | 3.9800e-003   |                | 3.9800e-003   | 3.9800e-003   | 0.0000         | 117.7479        | 117.7479        | 6.2200e-003   | 1.6700e-003   | 118.4000        |
| Mobile       | 0.0734        | 0.4073        | 0.8408        | 3.7000e-003        | 0.2660        | 5.0100e-003   | 0.2710        | 0.0719         | 4.7700e-003   | 0.0767        | 0.0000         | 351.2712        | 351.2712        | 0.0101        | 0.0347        | 361.8663        |
| Offroad      | 0.0201        | 0.1891        | 0.1367        | 5.8000e-004        |               | 6.8600e-003   | 6.8600e-003   |                | 6.3100e-003   | 6.3100e-003   | 0.0000         | 50.7519         | 50.7519         | 0.0164        | 0.0000        | 51.1623         |
| Waste        |               |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 8.3206         | 0.0000          | 8.3206          | 0.4917        | 0.0000        | 20.6139         |
| Water        |               |               |               |                    |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 2.4255         | 17.6543         | 20.0797         | 0.2506        | 6.0600e-003   | 28.1516         |
| <b>Total</b> | <b>0.2514</b> | <b>0.6488</b> | <b>1.0263</b> | <b>4.5900e-003</b> | <b>0.2660</b> | <b>0.0159</b> | <b>0.2819</b> | <b>0.0719</b>  | <b>0.0151</b> | <b>0.0870</b> | <b>10.7461</b> | <b>537.4345</b> | <b>548.1806</b> | <b>0.7751</b> | <b>0.0424</b> | <b>580.2039</b> |

|                          | ROG         | NOx         | CO          | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2    | NBio-CO2    | Total CO2   | CH4         | N2O         | CO2e        |
|--------------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Percent Reduction</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b>   | <b>0.00</b>  | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |

## 3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|------------|------------|------------|-----------|---------------|----------|-------------------|
| 1            | Demolition | Demolition | 8/1/2022   | 7/31/2022 | 5             | 0        |                   |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0****Acres of Paving: 4.92****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**

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

### Unmitigated Construction On-Site

[illegible]

### Unmitigated Construction Off-Site

[illegible]

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.2 Demolition - 2022****Mitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr         |               |               |               |               |               |
| Off-Road     | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr         |               |               |               |               |               |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Worker       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**4.0 Operational Detail - Mobile**

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****4.1 Mitigation Measures Mobile**

|             | ROG     | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e     |
|-------------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|----------|
| Category    | tons/yr |        |        |             |               |              |            |                |               |             | MT/yr    |           |           |        |        |          |
| Mitigated   | 0.0734  | 0.4073 | 0.8408 | 3.7000e-003 | 0.2660        | 5.0100e-003  | 0.2710     | 0.0719         | 4.7700e-003   | 0.0767      | 0.0000   | 351.2712  | 351.2712  | 0.0101 | 0.0347 | 361.8663 |
| Unmitigated | 0.0734  | 0.4073 | 0.8408 | 3.7000e-003 | 0.2660        | 5.0100e-003  | 0.2710     | 0.0719         | 4.7700e-003   | 0.0767      | 0.0000   | 351.2712  | 351.2712  | 0.0101 | 0.0347 | 361.8663 |

**4.2 Trip Summary Information**

|                         | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|-------------------------|-------------------------|----------|--------|-------------|------------|
| Land Use                | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Manufacturing           | 142.00                  | 44.27    | 29.41  | 495,765     | 495,765    |
| Other Asphalt Surfaces  | 0.00                    | 0.00     | 0.00   |             |            |
| Parking Lot             | 0.00                    | 0.00     | 0.00   |             |            |
| User Defined Industrial | 16.00                   | 4.99     | 3.32   | 183,685     | 183,685    |
| Total                   | 158.00                  | 49.26    | 32.73  | 679,450     | 679,450    |

**4.3 Trip Type Information**

|                         | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|-------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| Land Use                | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Manufacturing           | 16.60      | 8.40       | 6.90        | 59.00      | 28.00      | 13.00       | 92             | 5        | 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       |
| User Defined Industrial | 40.00      | 8.40       | 6.90        | 100.00     | 0.00       | 0.00        | 100            | 0        | 0       |



## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****4.4 Fleet Mix**

| Land Use                | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Manufacturing           | 0.576000 | 0.060300 | 0.185900 | 0.151900 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.025900 | 0.000000 | 0.000000 |
| Other Asphalt Surfaces  | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| Parking Lot             | 0.534849 | 0.056022 | 0.172639 | 0.141007 | 0.026597 | 0.007310 | 0.011327 | 0.018693 | 0.000616 | 0.000315 | 0.024057 | 0.001100 | 0.005468 |
| User Defined Industrial | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.098100 | 0.026900 | 0.250000 | 0.625000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

|                         | ROG         | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O         | CO2e    |
|-------------------------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|---------|
| Category                | tons/yr     |        |        |             |               |              |             |                |               |             | MT/yr    |           |           |             |             |         |
| Electricity Mitigated   |             |        |        |             |               | 0.0000       | 0.0000      |                | 0.0000        | 0.0000      | 0.0000   | 60.7110   | 60.7110   | 5.1200e-003 | 6.2000e-004 | 61.0242 |
| Electricity Unmitigated |             |        |        |             |               | 0.0000       | 0.0000      |                | 0.0000        | 0.0000      | 0.0000   | 60.7110   | 60.7110   | 5.1200e-003 | 6.2000e-004 | 61.0242 |
| NaturalGas Mitigated    | 5.7600e-003 | 0.0524 | 0.0440 | 3.1000e-004 |               | 3.9800e-003  | 3.9800e-003 |                | 3.9800e-003   | 3.9800e-003 | 0.0000   | 57.0368   | 57.0368   | 1.0900e-003 | 1.0500e-003 | 57.3758 |
| NaturalGas Unmitigated  | 5.7600e-003 | 0.0524 | 0.0440 | 3.1000e-004 |               | 3.9800e-003  | 3.9800e-003 |                | 3.9800e-003   | 3.9800e-003 | 0.0000   | 57.0368   | 57.0368   | 1.0900e-003 | 1.0500e-003 | 57.3758 |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.2 Energy by Land Use - NaturalGas****Unmitigated**

|                         | NaturalGas Use | ROG                | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O                | CO2e           |
|-------------------------|----------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|--------------------|----------------|
| Land Use                | kBTU/yr        | tons/yr            |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |                    |                |
| Manufacturing           | 1.06883e+006   | 5.7600e-003        | 0.0524        | 0.0440        | 3.1000e-004        |               | 3.9800e-003        | 3.9800e-003        |                | 3.9800e-003        | 3.9800e-003        | 0.0000        | 57.0368        | 57.0368        | 1.0900e-003        | 1.0500e-003        | 57.3758        |
| Other Asphalt Surfaces  | 0              | 0.0000             | 0.0000        | 0.0000        | 0.0000             |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| Parking Lot             | 0              | 0.0000             | 0.0000        | 0.0000        | 0.0000             |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| User Defined Industrial | 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         |
| <b>Total</b>            |                | <b>5.7600e-003</b> | <b>0.0524</b> | <b>0.0440</b> | <b>3.1000e-004</b> |               | <b>3.9800e-003</b> | <b>3.9800e-003</b> |                | <b>3.9800e-003</b> | <b>3.9800e-003</b> | <b>0.0000</b> | <b>57.0368</b> | <b>57.0368</b> | <b>1.0900e-003</b> | <b>1.0500e-003</b> | <b>57.3758</b> |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.2 Energy by Land Use - NaturalGas****Mitigated**

|                         | NaturalGas Use | ROG                | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O                | CO2e           |
|-------------------------|----------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|--------------------|----------------|
| Land Use                | kBTU/yr        | tons/yr            |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |                    |                |
| Manufacturing           | 1.06883e+006   | 5.7600e-003        | 0.0524        | 0.0440        | 3.1000e-004        |               | 3.9800e-003        | 3.9800e-003        |                | 3.9800e-003        | 3.9800e-003        | 0.0000        | 57.0368        | 57.0368        | 1.0900e-003        | 1.0500e-003        | 57.3758        |
| Other Asphalt Surfaces  | 0              | 0.0000             | 0.0000        | 0.0000        | 0.0000             |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| Parking Lot             | 0              | 0.0000             | 0.0000        | 0.0000        | 0.0000             |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000         | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| User Defined Industrial | 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         |
| <b>Total</b>            |                | <b>5.7600e-003</b> | <b>0.0524</b> | <b>0.0440</b> | <b>3.1000e-004</b> |               | <b>3.9800e-003</b> | <b>3.9800e-003</b> |                | <b>3.9800e-003</b> | <b>3.9800e-003</b> | <b>0.0000</b> | <b>57.0368</b> | <b>57.0368</b> | <b>1.0900e-003</b> | <b>1.0500e-003</b> | <b>57.3758</b> |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.3 Energy by Land Use - Electricity****Unmitigated**

|                         | Electricity Use | Total CO2      | CH4                | N2O                | CO2e           |
|-------------------------|-----------------|----------------|--------------------|--------------------|----------------|
| Land Use                | kWh/yr          | MT/yr          |                    |                    |                |
| Manufacturing           | 327955          | 58.1614        | 4.9100e-003        | 6.0000e-004        | 58.4614        |
| Other Asphalt Surfaces  | 0               | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| Parking Lot             | 14376.6         | 2.5496         | 2.2000e-004        | 3.0000e-005        | 2.5628         |
| User Defined Industrial | 0               | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| <b>Total</b>            |                 | <b>60.7110</b> | <b>5.1300e-003</b> | <b>6.3000e-004</b> | <b>61.0242</b> |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.3 Energy by Land Use - Electricity****Mitigated**

|                         | Electricity Use | Total CO2      | CH4                | N2O                | CO2e           |
|-------------------------|-----------------|----------------|--------------------|--------------------|----------------|
| Land Use                | kWh/yr          | MT/yr          |                    |                    |                |
| Manufacturing           | 327955          | 58.1614        | 4.9100e-003        | 6.0000e-004        | 58.4614        |
| Other Asphalt Surfaces  | 0               | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| Parking Lot             | 14376.6         | 2.5496         | 2.2000e-004        | 3.0000e-005        | 2.5628         |
| User Defined Industrial | 0               | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| <b>Total</b>            |                 | <b>60.7110</b> | <b>5.1300e-003</b> | <b>6.3000e-004</b> | <b>61.0242</b> |

**6.0 Area Detail****6.1 Mitigation Measures Area**

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

|             | ROG     | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4         | N2O    | CO2e        |
|-------------|---------|-------------|-------------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-------------|-------------|-------------|--------|-------------|
| Category    | tons/yr |             |             |        |               |              |             |                |               |             | MT/yr    |             |             |             |        |             |
| Mitigated   | 0.1521  | 4.0000e-005 | 4.7700e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 | 0.0000   | 9.2700e-003 | 9.2700e-003 | 2.0000e-005 | 0.0000 | 9.8800e-003 |
| Unmitigated | 0.1521  | 4.0000e-005 | 4.7700e-003 | 0.0000 |               | 2.0000e-005  | 2.0000e-005 |                | 2.0000e-005   | 2.0000e-005 | 0.0000   | 9.2700e-003 | 9.2700e-003 | 2.0000e-005 | 0.0000 | 9.8800e-003 |

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

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2          | Total CO2          | CH4                | N2O           | CO2e               |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|--------------------|
| SubCategory           | tons/yr       |                    |                    |               |               |                    |                    |                |                    |                    | MT/yr         |                    |                    |                    |               |                    |
| Architectural Coating | 0.0183        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Consumer Products     | 0.1333        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Landscaping           | 4.4000e-004   | 4.0000e-005        | 4.7700e-003        | 0.0000        |               | 2.0000e-005        | 2.0000e-005        |                | 2.0000e-005        | 2.0000e-005        | 0.0000        | 9.2700e-003        | 9.2700e-003        | 2.0000e-005        | 0.0000        | 9.8800e-003        |
| <b>Total</b>          | <b>0.1521</b> | <b>4.0000e-005</b> | <b>4.7700e-003</b> | <b>0.0000</b> |               | <b>2.0000e-005</b> | <b>2.0000e-005</b> |                | <b>2.0000e-005</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>9.2700e-003</b> | <b>9.2700e-003</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>9.8800e-003</b> |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

## 6.2 Area by SubCategory

Mitigated

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2          | Total CO2          | CH4                | N2O           | CO2e               |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|--------------------|
| SubCategory           | tons/yr       |                    |                    |               |               |                    |                    |                |                    |                    | MT/yr         |                    |                    |                    |               |                    |
| Architectural Coating | 0.0183        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Consumer Products     | 0.1333        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Landscaping           | 4.4000e-004   | 4.0000e-005        | 4.7700e-003        | 0.0000        |               | 2.0000e-005        | 2.0000e-005        |                | 2.0000e-005        | 2.0000e-005        | 0.0000        | 9.2700e-003        | 9.2700e-003        | 2.0000e-005        | 0.0000        | 9.8800e-003        |
| <b>Total</b>          | <b>0.1521</b> | <b>4.0000e-005</b> | <b>4.7700e-003</b> | <b>0.0000</b> |               | <b>2.0000e-005</b> | <b>2.0000e-005</b> |                | <b>2.0000e-005</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>9.2700e-003</b> | <b>9.2700e-003</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>9.8800e-003</b> |

## 7.0 Water Detail

## 7.1 Mitigation Measures Water

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

|             | Total CO2 | CH4    | N2O         | CO2e    |
|-------------|-----------|--------|-------------|---------|
| Category    | MT/yr     |        |             |         |
| Mitigated   | 20.0797   | 0.2506 | 6.0600e-003 | 28.1516 |
| Unmitigated | 20.0797   | 0.2506 | 6.0600e-003 | 28.1516 |

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

|                         | Indoor/Outdoor Use | Total CO2      | CH4           | N2O                | CO2e           |
|-------------------------|--------------------|----------------|---------------|--------------------|----------------|
| Land Use                | Mgal               | MT/yr          |               |                    |                |
| Manufacturing           | 7.64513 / 0        | 20.0797        | 0.2506        | 6.0600e-003        | 28.1516        |
| 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         |
| User Defined Industrial | 0 / 0              | 0.0000         | 0.0000        | 0.0000             | 0.0000         |
| <b>Total</b>            |                    | <b>20.0797</b> | <b>0.2506</b> | <b>6.0600e-003</b> | <b>28.1516</b> |



## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****7.2 Water by Land Use****Mitigated**

|                         | Indoor/Outdoor Use | Total CO2      | CH4           | N2O                | CO2e           |
|-------------------------|--------------------|----------------|---------------|--------------------|----------------|
| Land Use                | Mgal               | MT/yr          |               |                    |                |
| Manufacturing           | 7.64513 / 0        | 20.0797        | 0.2506        | 6.0600e-003        | 28.1516        |
| 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         |
| User Defined Industrial | 0 / 0              | 0.0000         | 0.0000        | 0.0000             | 0.0000         |
| <b>Total</b>            |                    | <b>20.0797</b> | <b>0.2506</b> | <b>6.0600e-003</b> | <b>28.1516</b> |

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

|             | Total CO2 | CH4    | N2O    | CO2e    |
|-------------|-----------|--------|--------|---------|
|             | MT/yr     |        |        |         |
| Mitigated   | 8.3206    | 0.4917 | 0.0000 | 20.6139 |
| Unmitigated | 8.3206    | 0.4917 | 0.0000 | 20.6139 |

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

|                         | Waste Disposed | Total CO2     | CH4           | N2O           | CO2e           |
|-------------------------|----------------|---------------|---------------|---------------|----------------|
| Land Use                | tons           | MT/yr         |               |               |                |
| Manufacturing           | 40.99          | 8.3206        | 0.4917        | 0.0000        | 20.6139        |
| Other Asphalt Surfaces  | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| Parking Lot             | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| User Defined Industrial | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| <b>Total</b>            |                | <b>8.3206</b> | <b>0.4917</b> | <b>0.0000</b> | <b>20.6139</b> |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.2 Waste by Land Use****Mitigated**

|                         | Waste Disposed | Total CO2     | CH4           | N2O           | CO2e           |
|-------------------------|----------------|---------------|---------------|---------------|----------------|
| Land Use                | tons           | MT/yr         |               |               |                |
| Manufacturing           | 40.99          | 8.3206        | 0.4917        | 0.0000        | 20.6139        |
| Other Asphalt Surfaces  | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| Parking Lot             | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| User Defined Industrial | 0              | 0.0000        | 0.0000        | 0.0000        | 0.0000         |
| <b>Total</b>            |                | <b>8.3206</b> | <b>0.4917</b> | <b>0.0000</b> | <b>20.6139</b> |

**9.0 Operational Offroad**


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| Equipment Type            | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---------------------------|--------|-----------|-----------|-------------|-------------|-----------|
| Tractors/Loaders/Backhoes | 1      | 4.00      | 365       | 200         | 0.37        | CNG       |

## Moreno Valley Business Park - Phase II (Manufacturing Operations) - Riverside-South Coast County, Annual

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

|                           | ROG           | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4           | N2O           | CO2e           |
|---------------------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|---------------|---------------|----------------|
| Equipment Type            | tons/yr       |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |               |               |                |
| Tractors/Loaders/Backhoes | 0.0201        | 0.1891        | 0.1367        | 5.8000e-004        |               | 6.8600e-003        | 6.8600e-003        |                | 6.3100e-003        | 6.3100e-003        | 0.0000        | 50.7519        | 50.7519        | 0.0164        | 0.0000        | 51.1623        |
| <b>Total</b>              | <b>0.0201</b> | <b>0.1891</b> | <b>0.1367</b> | <b>5.8000e-004</b> |               | <b>6.8600e-003</b> | <b>6.8600e-003</b> |                | <b>6.3100e-003</b> | <b>6.3100e-003</b> | <b>0.0000</b> | <b>50.7519</b> | <b>50.7519</b> | <b>0.0164</b> | <b>0.0000</b> | <b>51.1623</b> |

**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 |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

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

**11.0 Vegetation**

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Moreno Valley Business Park - Phase II (Warehousing Operations)****Riverside-South Coast County, Summer****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses                        | Size   | Metric            | Lot Acreage | Floor Surface Area | Population |
|----------------------------------|--------|-------------------|-------------|--------------------|------------|
| Unrefrigerated Warehouse-No Rail | 154.27 | 1000sqft          | 3.54        | 154,270.00         | 0          |
| User Defined Industrial          | 154.27 | User Defined Unit | 0.00        | 0.00               | 0          |

**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/MWhr) | 390.98                     | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr)   | 0.004 |

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

Project Characteristics -

Land Use -

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

| Table Name           | Column Name  | Default Value | New Value |
|----------------------|--------------|---------------|-----------|
| tblConstructionPhase | NumDays      | 20.00         | 0.00      |
| tblConstructionPhase | PhaseEndDate | 8/26/2022     | 7/31/2022 |
| tblFleetMix          | HHD          | 0.02          | 0.00      |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Summer

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

|                     |                            |             |       |
|---------------------|----------------------------|-------------|-------|
| tblFleetMix         | HHD                        | 0.02        | 0.62  |
| tblFleetMix         | LDA                        | 0.53        | 0.58  |
| tblFleetMix         | LDA                        | 0.53        | 0.00  |
| tblFleetMix         | LDT1                       | 0.06        | 0.06  |
| tblFleetMix         | LDT1                       | 0.06        | 0.00  |
| tblFleetMix         | LDT2                       | 0.17        | 0.19  |
| tblFleetMix         | LDT2                       | 0.17        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.13  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.00  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.04  |
| tblFleetMix         | MCY                        | 0.02        | 0.03  |
| tblFleetMix         | MCY                        | 0.02        | 0.00  |
| tblFleetMix         | MDV                        | 0.14        | 0.15  |
| tblFleetMix         | MDV                        | 0.14        | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.21  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00        | 0.00  |
| tblVehicleTrips     | CW_TL                      | 16.60       | 40.00 |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Summer

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

|                 |        |      |        |
|-----------------|--------|------|--------|
| tblVehicleTrips | CW_TTP | 0.00 | 100.00 |
| tblVehicleTrips | PR_TP  | 0.00 | 100.00 |
| tblVehicleTrips | ST_TR  | 1.74 | 0.10   |
| tblVehicleTrips | ST_TR  | 0.00 | 0.05   |
| tblVehicleTrips | SU_TR  | 1.74 | 0.04   |
| tblVehicleTrips | SU_TR  | 0.00 | 0.02   |
| tblVehicleTrips | WD_TR  | 1.74 | 1.11   |
| tblVehicleTrips | WD_TR  | 0.00 | 0.61   |

**2.0 Emissions Summary**

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

### Unmitigated Construction

### Mitigated Construction

[illegible]



## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.2 Overall Operational****Unmitigated Operational**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|--------------------|--------------------|---------------|---------------|--------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                    |                    |               |               |                    |
| Area         | 3.4493        | 2.9000e-004    | 0.0315         | 0.0000        |               | 1.1000e-004   | 1.1000e-004   |                | 1.1000e-004   | 1.1000e-004   |          | 0.0675             | 0.0675             | 1.8000e-004   |               | 0.0720             |
| Energy       | 9.1600e-003   | 0.0833         | 0.0700         | 5.0000e-004   |               | 6.3300e-003   | 6.3300e-003   |                | 6.3300e-003   | 6.3300e-003   |          | 99.9461            | 99.9461            | 1.9200e-003   | 1.8300e-003   | 100.5400           |
| Mobile       | 0.9223        | 14.1926        | 10.2621        | 0.1000        | 4.8919        | 0.1772        | 5.0691        | 1.3511         | 0.1693        | 1.5204        |          | 10,553.8088        | 10,553.8088        | 0.1717        | 1.3657        | 10,965.0875        |
| <b>Total</b> | <b>4.3808</b> | <b>14.2762</b> | <b>10.3635</b> | <b>0.1005</b> | <b>4.8919</b> | <b>0.1836</b> | <b>5.0755</b> | <b>1.3511</b>  | <b>0.1757</b> | <b>1.5268</b> |          | <b>10,653.8224</b> | <b>10,653.8224</b> | <b>0.1738</b> | <b>1.3676</b> | <b>11,065.6995</b> |

**Mitigated Operational**

|              | ROG           | NOx            | CO             | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|--------------------|--------------------|---------------|---------------|--------------------|
| Category     | lb/day        |                |                |               |               |               |               |                |               |               | lb/day   |                    |                    |               |               |                    |
| Area         | 3.4493        | 2.9000e-004    | 0.0315         | 0.0000        |               | 1.1000e-004   | 1.1000e-004   |                | 1.1000e-004   | 1.1000e-004   |          | 0.0675             | 0.0675             | 1.8000e-004   |               | 0.0720             |
| Energy       | 9.1600e-003   | 0.0833         | 0.0700         | 5.0000e-004   |               | 6.3300e-003   | 6.3300e-003   |                | 6.3300e-003   | 6.3300e-003   |          | 99.9461            | 99.9461            | 1.9200e-003   | 1.8300e-003   | 100.5400           |
| Mobile       | 0.9223        | 14.1926        | 10.2621        | 0.1000        | 4.8919        | 0.1772        | 5.0691        | 1.3511         | 0.1693        | 1.5204        |          | 10,553.8088        | 10,553.8088        | 0.1717        | 1.3657        | 10,965.0875        |
| <b>Total</b> | <b>4.3808</b> | <b>14.2762</b> | <b>10.3635</b> | <b>0.1005</b> | <b>4.8919</b> | <b>0.1836</b> | <b>5.0755</b> | <b>1.3511</b>  | <b>0.1757</b> | <b>1.5268</b> |          | <b>10,653.8224</b> | <b>10,653.8224</b> | <b>0.1738</b> | <b>1.3676</b> | <b>11,065.6995</b> |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Summer

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

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

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

| Phase Number | Phase Name | Phase Type | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|------------|------------|------------|-----------|---------------|----------|-------------------|
| 1            | Demolition | Demolition | 8/1/2022   | 7/31/2022 | 5             | 0        |                   |

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

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

### Unmitigated Construction On-Site

[illegible]

### Unmitigated Construction Off-Site

[illegible]

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****3.2 Demolition - 2022****Mitigated Construction On-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day        |               |               |               |               |               |
| Off-Road     | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**Mitigated Construction Off-Site**

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day        |               |               |               |               |               |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 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       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

**4.0 Operational Detail - Mobile**

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****4.1 Mitigation Measures Mobile**

|             | ROG    | NOx     | CO      | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4    | N2O    | CO2e        |
|-------------|--------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|
| Category    | lb/day |         |         |        |               |              |            |                |               |             | lb/day   |             |             |        |        |             |
| Mitigated   | 0.9223 | 14.1926 | 10.2621 | 0.1000 | 4.8919        | 0.1772       | 5.0691     | 1.3511         | 0.1693        | 1.5204      |          | 10,553.8088 | 10,553.8088 | 0.1717 | 1.3657 | 10,965.0875 |
| Unmitigated | 0.9223 | 14.1926 | 10.2621 | 0.1000 | 4.8919        | 0.1772       | 5.0691     | 1.3511         | 0.1693        | 1.5204      |          | 10,553.8088 | 10,553.8088 | 0.1717 | 1.3657 | 10,965.0875 |

**4.2 Trip Summary Information**

|                                  | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|----------------------------------|-------------------------|----------|--------|-------------|------------|
| Land Use                         | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Unrefrigerated Warehouse-No Rail | 172.00                  | 14.96    | 5.99   | 539,344     | 539,344    |
| User Defined Industrial          | 94.00                   | 8.18     | 3.27   | 1,001,375   | 1,001,375  |
| Total                            | 265.99                  | 23.14    | 9.26   | 1,540,719   | 1,540,719  |

**4.3 Trip Type Information**

|                                  | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|----------------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| Land Use                         | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Unrefrigerated Warehouse-No Rail | 16.60      | 8.40       | 6.90        | 59.00      | 0.00       | 41.00       | 92             | 5        | 3       |
| User Defined Industrial          | 40.00      | 8.40       | 6.90        | 100.00     | 0.00       | 0.00        | 100            | 0        | 0       |

**4.4 Fleet Mix**

| Land Use                         | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Unrefrigerated Warehouse-No Rail | 0.576000 | 0.060300 | 0.185900 | 0.151900 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.025900 | 0.000000 | 0.000000 |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Summer

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

|                         |          |          |          |          |          |          |          |          |          |          |          |          |          |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| User Defined Industrial | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.133500 | 0.036700 | 0.212800 | 0.617000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

|                        | ROG         | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O         | CO2e     |
|------------------------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|----------|
| Category               | lb/day      |        |        |             |               |              |             |                |               |             | lb/day   |           |           |             |             |          |
| NaturalGas Mitigated   | 9.1600e-003 | 0.0833 | 0.0700 | 5.0000e-004 |               | 6.3300e-003  | 6.3300e-003 |                | 6.3300e-003   | 6.3300e-003 |          | 99.9461   | 99.9461   | 1.9200e-003 | 1.8300e-003 | 100.5400 |
| NaturalGas Unmitigated | 9.1600e-003 | 0.0833 | 0.0700 | 5.0000e-004 |               | 6.3300e-003  | 6.3300e-003 |                | 6.3300e-003   | 6.3300e-003 |          | 99.9461   | 99.9461   | 1.9200e-003 | 1.8300e-003 | 100.5400 |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Summer

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

## 5.2 Energy by Land Use - NaturalGas

Unmitigated

|                                  | NaturalGas Use | ROG                | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2      | Total CO2      | CH4                | N2O                | CO2e            |
|----------------------------------|----------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|----------------|----------------|--------------------|--------------------|-----------------|
| Land Use                         | kBTU/yr        | lb/day             |               |               |                    |               |                    |                    |                |                    |                    | lb/day   |                |                |                    |                    |                 |
| Unrefrigerated Warehouse-No Rail | 849.542        | 9.1600e-003        | 0.0833        | 0.0700        | 5.0000e-004        |               | 6.3300e-003        | 6.3300e-003        |                | 6.3300e-003        | 6.3300e-003        |          | 99.9461        | 99.9461        | 1.9200e-003        | 1.8300e-003        | 100.5400        |
| User Defined Industrial          | 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          |
| <b>Total</b>                     |                | <b>9.1600e-003</b> | <b>0.0833</b> | <b>0.0700</b> | <b>5.0000e-004</b> |               | <b>6.3300e-003</b> | <b>6.3300e-003</b> |                | <b>6.3300e-003</b> | <b>6.3300e-003</b> |          | <b>99.9461</b> | <b>99.9461</b> | <b>1.9200e-003</b> | <b>1.8300e-003</b> | <b>100.5400</b> |

Mitigated

|                                  | NaturalGas Use | ROG                | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2      | Total CO2      | CH4                | N2O                | CO2e            |
|----------------------------------|----------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|----------------|----------------|--------------------|--------------------|-----------------|
| Land Use                         | kBTU/yr        | lb/day             |               |               |                    |               |                    |                    |                |                    |                    | lb/day   |                |                |                    |                    |                 |
| Unrefrigerated Warehouse-No Rail | 0.849542       | 9.1600e-003        | 0.0833        | 0.0700        | 5.0000e-004        |               | 6.3300e-003        | 6.3300e-003        |                | 6.3300e-003        | 6.3300e-003        |          | 99.9461        | 99.9461        | 1.9200e-003        | 1.8300e-003        | 100.5400        |
| User Defined Industrial          | 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          |
| <b>Total</b>                     |                | <b>9.1600e-003</b> | <b>0.0833</b> | <b>0.0700</b> | <b>5.0000e-004</b> |               | <b>6.3300e-003</b> | <b>6.3300e-003</b> |                | <b>6.3300e-003</b> | <b>6.3300e-003</b> |          | <b>99.9461</b> | <b>99.9461</b> | <b>1.9200e-003</b> | <b>1.8300e-003</b> | <b>100.5400</b> |

## 6.0 Area Detail

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****6.1 Mitigation Measures Area**

|             | ROG    | NOx         | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O | CO2e   |
|-------------|--------|-------------|--------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|--------|
| Category    | lb/day |             |        |        |               |              |             |                |               |             | lb/day   |           |           |             |     |        |
| Mitigated   | 3.4493 | 2.9000e-004 | 0.0315 | 0.0000 |               | 1.1000e-004  | 1.1000e-004 |                | 1.1000e-004   | 1.1000e-004 |          | 0.0675    | 0.0675    | 1.8000e-004 |     | 0.0720 |
| Unmitigated | 3.4493 | 2.9000e-004 | 0.0315 | 0.0000 |               | 1.1000e-004  | 1.1000e-004 |                | 1.1000e-004   | 1.1000e-004 |          | 0.0675    | 0.0675    | 1.8000e-004 |     | 0.0720 |

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

|                       | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.3918        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 3.0546        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 2.9200e-003   | 2.9000e-004        | 0.0315        | 0.0000        |               | 1.1000e-004        | 1.1000e-004        |                | 1.1000e-004        | 1.1000e-004        |          | 0.0675        | 0.0675        | 1.8000e-004        |     | 0.0720        |
| <b>Total</b>          | <b>3.4493</b> | <b>2.9000e-004</b> | <b>0.0315</b> | <b>0.0000</b> |               | <b>1.1000e-004</b> | <b>1.1000e-004</b> |                | <b>1.1000e-004</b> | <b>1.1000e-004</b> |          | <b>0.0675</b> | <b>0.0675</b> | <b>1.8000e-004</b> |     | <b>0.0720</b> |



## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****6.2 Area by SubCategory****Mitigated**

|                       | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.3918        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 3.0546        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 2.9200e-003   | 2.9000e-004        | 0.0315        | 0.0000        |               | 1.1000e-004        | 1.1000e-004        |                | 1.1000e-004        | 1.1000e-004        |          | 0.0675        | 0.0675        | 1.8000e-004        |     | 0.0720        |
| <b>Total</b>          | <b>3.4493</b> | <b>2.9000e-004</b> | <b>0.0315</b> | <b>0.0000</b> |               | <b>1.1000e-004</b> | <b>1.1000e-004</b> |                | <b>1.1000e-004</b> | <b>1.1000e-004</b> |          | <b>0.0675</b> | <b>0.0675</b> | <b>1.8000e-004</b> |     | <b>0.0720</b> |

**7.0 Water Detail****7.1 Mitigation Measures Water**

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

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

**11.0 Vegetation**

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## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Moreno Valley Business Park - Phase II (Warehousing Operations)****Riverside-South Coast County, Winter****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses                        | Size   | Metric            | Lot Acreage | Floor Surface Area | Population |
|----------------------------------|--------|-------------------|-------------|--------------------|------------|
| Unrefrigerated Warehouse-No Rail | 154.27 | 1000sqft          | 3.54        | 154,270.00         | 0          |
| User Defined Industrial          | 154.27 | User Defined Unit | 0.00        | 0.00               | 0          |

**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/MWhr) | 390.98                     | CH4 Intensity (lb/MWhr) | 0.033 | N2O Intensity (lb/MWhr)   | 0.004 |

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

Project Characteristics -

Land Use -

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

| Table Name           | Column Name  | Default Value | New Value |
|----------------------|--------------|---------------|-----------|
| tblConstructionPhase | NumDays      | 20.00         | 0.00      |
| tblConstructionPhase | PhaseEndDate | 8/26/2022     | 7/31/2022 |
| tblFleetMix          | HHD          | 0.02          | 0.00      |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Winter

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

|                     |                            |             |       |
|---------------------|----------------------------|-------------|-------|
| tblFleetMix         | HHD                        | 0.02        | 0.62  |
| tblFleetMix         | LDA                        | 0.53        | 0.58  |
| tblFleetMix         | LDA                        | 0.53        | 0.00  |
| tblFleetMix         | LDT1                       | 0.06        | 0.06  |
| tblFleetMix         | LDT1                       | 0.06        | 0.00  |
| tblFleetMix         | LDT2                       | 0.17        | 0.19  |
| tblFleetMix         | LDT2                       | 0.17        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.13  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.00  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.04  |
| tblFleetMix         | MCY                        | 0.02        | 0.03  |
| tblFleetMix         | MCY                        | 0.02        | 0.00  |
| tblFleetMix         | MDV                        | 0.14        | 0.15  |
| tblFleetMix         | MDV                        | 0.14        | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.21  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00        | 0.00  |
| tblVehicleTrips     | CW_TL                      | 16.60       | 40.00 |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Winter

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

|                 |        |      |        |
|-----------------|--------|------|--------|
| tblVehicleTrips | CW_TTP | 0.00 | 100.00 |
| tblVehicleTrips | PR_TP  | 0.00 | 100.00 |
| tblVehicleTrips | ST_TR  | 1.74 | 0.10   |
| tblVehicleTrips | ST_TR  | 0.00 | 0.05   |
| tblVehicleTrips | SU_TR  | 1.74 | 0.04   |
| tblVehicleTrips | SU_TR  | 0.00 | 0.02   |
| tblVehicleTrips | WD_TR  | 1.74 | 1.11   |
| tblVehicleTrips | WD_TR  | 0.00 | 0.61   |

**2.0 Emissions Summary**

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

### Unmitigated Construction

### Mitigated Construction

[illegible]

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.2 Overall Operational****Unmitigated Operational**

|              | ROG           | NOx            | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|--------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|--------------------|--------------------|---------------|---------------|--------------------|
| Category     | lb/day        |                |               |               |               |               |               |                |               |               | lb/day   |                    |                    |               |               |                    |
| Area         | 3.4493        | 2.9000e-004    | 0.0315        | 0.0000        |               | 1.1000e-004   | 1.1000e-004   |                | 1.1000e-004   | 1.1000e-004   |          | 0.0675             | 0.0675             | 1.8000e-004   |               | 0.0720             |
| Energy       | 9.1600e-003   | 0.0833         | 0.0700        | 5.0000e-004   |               | 6.3300e-003   | 6.3300e-003   |                | 6.3300e-003   | 6.3300e-003   |          | 99.9461            | 99.9461            | 1.9200e-003   | 1.8300e-003   | 100.5400           |
| Mobile       | 0.8252        | 14.9769        | 9.3729        | 0.0988        | 4.8919        | 0.1773        | 5.0692        | 1.3511         | 0.1694        | 1.5205        |          | 10,433.4795        | 10,433.4795        | 0.1722        | 1.3690        | 10,845.7398        |
| <b>Total</b> | <b>4.2836</b> | <b>15.0605</b> | <b>9.4744</b> | <b>0.0993</b> | <b>4.8919</b> | <b>0.1837</b> | <b>5.0756</b> | <b>1.3511</b>  | <b>0.1758</b> | <b>1.5269</b> |          | <b>10,533.4931</b> | <b>10,533.4931</b> | <b>0.1743</b> | <b>1.3708</b> | <b>10,946.3518</b> |

**Mitigated Operational**

|              | ROG           | NOx            | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2 | NBio- CO2          | Total CO2          | CH4           | N2O           | CO2e               |
|--------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|--------------------|--------------------|---------------|---------------|--------------------|
| Category     | lb/day        |                |               |               |               |               |               |                |               |               | lb/day   |                    |                    |               |               |                    |
| Area         | 3.4493        | 2.9000e-004    | 0.0315        | 0.0000        |               | 1.1000e-004   | 1.1000e-004   |                | 1.1000e-004   | 1.1000e-004   |          | 0.0675             | 0.0675             | 1.8000e-004   |               | 0.0720             |
| Energy       | 9.1600e-003   | 0.0833         | 0.0700        | 5.0000e-004   |               | 6.3300e-003   | 6.3300e-003   |                | 6.3300e-003   | 6.3300e-003   |          | 99.9461            | 99.9461            | 1.9200e-003   | 1.8300e-003   | 100.5400           |
| Mobile       | 0.8252        | 14.9769        | 9.3729        | 0.0988        | 4.8919        | 0.1773        | 5.0692        | 1.3511         | 0.1694        | 1.5205        |          | 10,433.4795        | 10,433.4795        | 0.1722        | 1.3690        | 10,845.7398        |
| <b>Total</b> | <b>4.2836</b> | <b>15.0605</b> | <b>9.4744</b> | <b>0.0993</b> | <b>4.8919</b> | <b>0.1837</b> | <b>5.0756</b> | <b>1.3511</b>  | <b>0.1758</b> | <b>1.5269</b> |          | <b>10,533.4931</b> | <b>10,533.4931</b> | <b>0.1743</b> | <b>1.3708</b> | <b>10,946.3518</b> |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Winter

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

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

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

| Phase Number | Phase Name | Phase Type | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|------------|------------|------------|-----------|---------------|----------|-------------------|
| 1            | Demolition | Demolition | 8/1/2022   | 7/31/2022 | 5             | 0        |                   |

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



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

### Unmitigated Construction On-Site

[illegible]

### Unmitigated Construction Off-Site

[illegible]

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Winter

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

## 3.2 Demolition - 2022

Mitigated Construction On-Site

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day        |               |               |               |               |               |
| Off-Road     | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

Mitigated Construction Off-Site

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | lb/day        |               |               |               |               |               |               |                |               |               | lb/day        |               |               |               |               |               |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 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       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

## 4.0 Operational Detail - Mobile

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Winter

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

## 4.1 Mitigation Measures Mobile

|             | ROG    | NOx     | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2       | Total CO2       | CH4    | N2O    | CO2e            |
|-------------|--------|---------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------------|--------|--------|-----------------|
| Category    | lb/day |         |        |        |               |              |            |                |               |             | lb/day   |                 |                 |        |        |                 |
| Mitigated   | 0.8252 | 14.9769 | 9.3729 | 0.0988 | 4.8919        | 0.1773       | 5.0692     | 1.3511         | 0.1694        | 1.5205      |          | 10,433.47<br>95 | 10,433.47<br>95 | 0.1722 | 1.3690 | 10,845.73<br>98 |
| Unmitigated | 0.8252 | 14.9769 | 9.3729 | 0.0988 | 4.8919        | 0.1773       | 5.0692     | 1.3511         | 0.1694        | 1.5205      |          | 10,433.47<br>95 | 10,433.47<br>95 | 0.1722 | 1.3690 | 10,845.73<br>98 |

## 4.2 Trip Summary Information

|                                  | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|----------------------------------|-------------------------|----------|--------|-------------|------------|
| Land Use                         | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Unrefrigerated Warehouse-No Rail | 172.00                  | 14.96    | 5.99   | 539,344     | 539,344    |
| User Defined Industrial          | 94.00                   | 8.18     | 3.27   | 1,001,375   | 1,001,375  |
| Total                            | 265.99                  | 23.14    | 9.26   | 1,540,719   | 1,540,719  |

## 4.3 Trip Type Information

|                                  | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|----------------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| Land Use                         | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Unrefrigerated Warehouse-No Rail | 16.60      | 8.40       | 6.90        | 59.00      | 0.00       | 41.00       | 92             | 5        | 3       |
| User Defined Industrial          | 40.00      | 8.40       | 6.90        | 100.00     | 0.00       | 0.00        | 100            | 0        | 0       |

## 4.4 Fleet Mix

| Land Use                         | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Unrefrigerated Warehouse-No Rail | 0.576000 | 0.060300 | 0.185900 | 0.151900 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.025900 | 0.000000 | 0.000000 |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Winter

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

|                         |          |          |          |          |          |          |          |          |          |          |          |          |          |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| User Defined Industrial | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.133500 | 0.036700 | 0.212800 | 0.617000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

|                        | ROG         | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O         | CO2e     |
|------------------------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|----------|
| Category               | lb/day      |        |        |             |               |              |             |                |               |             | lb/day   |           |           |             |             |          |
| NaturalGas Mitigated   | 9.1600e-003 | 0.0833 | 0.0700 | 5.0000e-004 |               | 6.3300e-003  | 6.3300e-003 |                | 6.3300e-003   | 6.3300e-003 |          | 99.9461   | 99.9461   | 1.9200e-003 | 1.8300e-003 | 100.5400 |
| NaturalGas Unmitigated | 9.1600e-003 | 0.0833 | 0.0700 | 5.0000e-004 |               | 6.3300e-003  | 6.3300e-003 |                | 6.3300e-003   | 6.3300e-003 |          | 99.9461   | 99.9461   | 1.9200e-003 | 1.8300e-003 | 100.5400 |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Winter

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

## 5.2 Energy by Land Use - NaturalGas

Unmitigated

|                                  | NaturalGas Use | ROG                | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2      | Total CO2      | CH4                | N2O                | CO2e            |
|----------------------------------|----------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|----------------|----------------|--------------------|--------------------|-----------------|
| Land Use                         | kBTU/yr        | lb/day             |               |               |                    |               |                    |                    |                |                    |                    | lb/day   |                |                |                    |                    |                 |
| Unrefrigerated Warehouse-No Rail | 849.542        | 9.1600e-003        | 0.0833        | 0.0700        | 5.0000e-004        |               | 6.3300e-003        | 6.3300e-003        |                | 6.3300e-003        | 6.3300e-003        |          | 99.9461        | 99.9461        | 1.9200e-003        | 1.8300e-003        | 100.5400        |
| User Defined Industrial          | 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          |
| <b>Total</b>                     |                | <b>9.1600e-003</b> | <b>0.0833</b> | <b>0.0700</b> | <b>5.0000e-004</b> |               | <b>6.3300e-003</b> | <b>6.3300e-003</b> |                | <b>6.3300e-003</b> | <b>6.3300e-003</b> |          | <b>99.9461</b> | <b>99.9461</b> | <b>1.9200e-003</b> | <b>1.8300e-003</b> | <b>100.5400</b> |

Mitigated

|                                  | NaturalGas Use | ROG                | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2      | Total CO2      | CH4                | N2O                | CO2e            |
|----------------------------------|----------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|----------------|----------------|--------------------|--------------------|-----------------|
| Land Use                         | kBTU/yr        | lb/day             |               |               |                    |               |                    |                    |                |                    |                    | lb/day   |                |                |                    |                    |                 |
| Unrefrigerated Warehouse-No Rail | 0.849542       | 9.1600e-003        | 0.0833        | 0.0700        | 5.0000e-004        |               | 6.3300e-003        | 6.3300e-003        |                | 6.3300e-003        | 6.3300e-003        |          | 99.9461        | 99.9461        | 1.9200e-003        | 1.8300e-003        | 100.5400        |
| User Defined Industrial          | 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          |
| <b>Total</b>                     |                | <b>9.1600e-003</b> | <b>0.0833</b> | <b>0.0700</b> | <b>5.0000e-004</b> |               | <b>6.3300e-003</b> | <b>6.3300e-003</b> |                | <b>6.3300e-003</b> | <b>6.3300e-003</b> |          | <b>99.9461</b> | <b>99.9461</b> | <b>1.9200e-003</b> | <b>1.8300e-003</b> | <b>100.5400</b> |

## 6.0 Area Detail

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****6.1 Mitigation Measures Area**

|             | ROG    | NOx         | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O | CO2e   |
|-------------|--------|-------------|--------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-----|--------|
| Category    | lb/day |             |        |        |               |              |             |                |               |             | lb/day   |           |           |             |     |        |
| Mitigated   | 3.4493 | 2.9000e-004 | 0.0315 | 0.0000 |               | 1.1000e-004  | 1.1000e-004 |                | 1.1000e-004   | 1.1000e-004 |          | 0.0675    | 0.0675    | 1.8000e-004 |     | 0.0720 |
| Unmitigated | 3.4493 | 2.9000e-004 | 0.0315 | 0.0000 |               | 1.1000e-004  | 1.1000e-004 |                | 1.1000e-004   | 1.1000e-004 |          | 0.0675    | 0.0675    | 1.8000e-004 |     | 0.0720 |

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

|                       | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.3918        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 3.0546        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 2.9200e-003   | 2.9000e-004        | 0.0315        | 0.0000        |               | 1.1000e-004        | 1.1000e-004        |                | 1.1000e-004        | 1.1000e-004        |          | 0.0675        | 0.0675        | 1.8000e-004        |     | 0.0720        |
| <b>Total</b>          | <b>3.4493</b> | <b>2.9000e-004</b> | <b>0.0315</b> | <b>0.0000</b> |               | <b>1.1000e-004</b> | <b>1.1000e-004</b> |                | <b>1.1000e-004</b> | <b>1.1000e-004</b> |          | <b>0.0675</b> | <b>0.0675</b> | <b>1.8000e-004</b> |     | <b>0.0720</b> |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****6.2 Area by SubCategory****Mitigated**

|                       | ROG           | NOx                | CO            | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2 | NBio- CO2     | Total CO2     | CH4                | N2O | CO2e          |
|-----------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|----------|---------------|---------------|--------------------|-----|---------------|
| SubCategory           | lb/day        |                    |               |               |               |                    |                    |                |                    |                    | lb/day   |               |               |                    |     |               |
| Architectural Coating | 0.3918        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Consumer Products     | 3.0546        |                    |               |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             |          |               | 0.0000        |                    |     | 0.0000        |
| Landscaping           | 2.9200e-003   | 2.9000e-004        | 0.0315        | 0.0000        |               | 1.1000e-004        | 1.1000e-004        |                | 1.1000e-004        | 1.1000e-004        |          | 0.0675        | 0.0675        | 1.8000e-004        |     | 0.0720        |
| <b>Total</b>          | <b>3.4493</b> | <b>2.9000e-004</b> | <b>0.0315</b> | <b>0.0000</b> |               | <b>1.1000e-004</b> | <b>1.1000e-004</b> |                | <b>1.1000e-004</b> | <b>1.1000e-004</b> |          | <b>0.0675</b> | <b>0.0675</b> | <b>1.8000e-004</b> |     | <b>0.0720</b> |

**7.0 Water Detail****7.1 Mitigation Measures Water**

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.0 Waste Detail**

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**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

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

**11.0 Vegetation**

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## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Moreno Valley Business Park - Phase II (Warehousing Operations)****Riverside-South Coast County, Annual****1.0 Project Characteristics****1.1 Land Usage**

| Land Uses                        | Size   | Metric            | Lot Acreage | Floor Surface Area | Population |
|----------------------------------|--------|-------------------|-------------|--------------------|------------|
| Unrefrigerated Warehouse-No Rail | 154.27 | 1000sqft          | 3.54        | 154,270.00         | 0          |
| User Defined Industrial          | 154.27 | User Defined Unit | 0.00        | 0.00               | 0          |

**1.2 Other Project Characteristics**

|                                |                            |                                |       |                                  |       |
|--------------------------------|----------------------------|--------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>            | Urban                      | <b>Wind Speed (m/s)</b>        | 2.4   | <b>Precipitation Freq (Days)</b> | 28    |
| <b>Climate Zone</b>            | 10                         |                                |       | <b>Operational Year</b>          | 2023  |
| <b>Utility Company</b>         | Southern California Edison |                                |       |                                  |       |
| <b>CO2 Intensity (lb/MWhr)</b> | 390.98                     | <b>CH4 Intensity (lb/MWhr)</b> | 0.033 | <b>N2O Intensity (lb/MWhr)</b>   | 0.004 |

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

Project Characteristics -

Land Use -

Construction Phase - Operations run only

Off-road Equipment - Operations run only

Vehicle Trips - Trip characteristics based on information provided in the Traffic analysis

Fleet Mix - Passenger Car Mix estimated based on the CalEEMod default fleet mix and the ratio of the vehicle classes (LDA, LDT1, LDT2, MDV, & MCY). Truck Mix based on information in the Traffic analysis

| Table Name           | Column Name  | Default Value | New Value |
|----------------------|--------------|---------------|-----------|
| tblConstructionPhase | NumDays      | 20.00         | 0.00      |
| tblConstructionPhase | PhaseEndDate | 8/26/2022     | 7/31/2022 |
| tblFleetMix          | HHD          | 0.02          | 0.00      |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

|                     |                            |             |       |
|---------------------|----------------------------|-------------|-------|
| tblFleetMix         | HHD                        | 0.02        | 0.62  |
| tblFleetMix         | LDA                        | 0.53        | 0.58  |
| tblFleetMix         | LDA                        | 0.53        | 0.00  |
| tblFleetMix         | LDT1                       | 0.06        | 0.06  |
| tblFleetMix         | LDT1                       | 0.06        | 0.00  |
| tblFleetMix         | LDT2                       | 0.17        | 0.19  |
| tblFleetMix         | LDT2                       | 0.17        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.00  |
| tblFleetMix         | LHD1                       | 0.03        | 0.13  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.00  |
| tblFleetMix         | LHD2                       | 7.3100e-003 | 0.04  |
| tblFleetMix         | MCY                        | 0.02        | 0.03  |
| tblFleetMix         | MCY                        | 0.02        | 0.00  |
| tblFleetMix         | MDV                        | 0.14        | 0.15  |
| tblFleetMix         | MDV                        | 0.14        | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MH                         | 5.4680e-003 | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.00  |
| tblFleetMix         | MHD                        | 0.01        | 0.21  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | OBUS                       | 6.1600e-004 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | SBUS                       | 1.1000e-003 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblFleetMix         | UBUS                       | 3.1500e-004 | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 1.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 3.00        | 0.00  |
| tblOffRoadEquipment | OffRoadEquipmentUnitAmount | 2.00        | 0.00  |
| tblVehicleTrips     | CW_TL                      | 16.60       | 40.00 |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

|                 |        |      |        |
|-----------------|--------|------|--------|
| tblVehicleTrips | CW_TTP | 0.00 | 100.00 |
| tblVehicleTrips | PR_TP  | 0.00 | 100.00 |
| tblVehicleTrips | ST_TR  | 1.74 | 0.10   |
| tblVehicleTrips | ST_TR  | 0.00 | 0.05   |
| tblVehicleTrips | SU_TR  | 1.74 | 0.04   |
| tblVehicleTrips | SU_TR  | 0.00 | 0.02   |
| tblVehicleTrips | WD_TR  | 1.74 | 1.11   |
| tblVehicleTrips | WD_TR  | 0.00 | 0.61   |

**2.0 Emissions Summary**

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## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****2.1 Overall Construction****Unmitigated Construction**

|         | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|---------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year    | tons/yr |        |        |        |               |              |            |                |               |             | MT/yr    |           |           |        |        |        |
| 2022    | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |
| Maximum | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |

**Mitigated Construction**

|         | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4    | N2O    | CO2e   |
|---------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|--------|
| Year    | tons/yr |        |        |        |               |              |            |                |               |             | MT/yr    |           |           |        |        |        |
| 2022    | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |
| Maximum | 0.0000  | 0.0000 | 0.0000 | 0.0000 | 0.0000        | 0.0000       | 0.0000     | 0.0000         | 0.0000        | 0.0000      | 0.0000   | 0.0000    | 0.0000    | 0.0000 | 0.0000 | 0.0000 |

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

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

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

Highest

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

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2       | NBio- CO2         | Total CO2         | CH4           | N2O           | CO2e              |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------------|-------------------|-------------------|---------------|---------------|-------------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr          |                   |                   |               |               |                   |
| Area         | 0.6293        | 4.0000e-005   | 3.9400e-003   | 0.0000        |               | 1.0000e-005   | 1.0000e-005   |                | 1.0000e-005   | 1.0000e-005   | 0.0000         | 7.6600e-003       | 7.6600e-003       | 2.0000e-005   | 0.0000        | 8.1600e-003       |
| Energy       | 1.6700e-003   | 0.0152        | 0.0128        | 9.0000e-005   |               | 1.1600e-003   | 1.1600e-003   |                | 1.1600e-003   | 1.1600e-003   | 0.0000         | 80.0203           | 80.0203           | 5.6700e-003   | 9.5000e-004   | 80.4461           |
| Mobile       | 0.1114        | 1.9983        | 1.2757        | 0.0132        | 0.6417        | 0.0236        | 0.6652        | 0.1775         | 0.0225        | 0.2000        | 0.0000         | 1,261.9401        | 1,261.9401        | 0.0208        | 0.1652        | 1,311.6907        |
| Waste        |               |               |               |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 29.4357        | 0.0000            | 29.4357           | 1.7396        | 0.0000        | 72.9258           |
| Water        |               |               |               |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 11.3180        | 82.3812           | 93.6992           | 1.1694        | 0.0283        | 131.3655          |
| <b>Total</b> | <b>0.7424</b> | <b>2.0135</b> | <b>1.2924</b> | <b>0.0133</b> | <b>0.6417</b> | <b>0.0247</b> | <b>0.6664</b> | <b>0.1775</b>  | <b>0.0237</b> | <b>0.2012</b> | <b>40.7537</b> | <b>1,424.3492</b> | <b>1,465.1030</b> | <b>2.9355</b> | <b>0.1944</b> | <b>1,596.4361</b> |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

## 2.2 Overall Operational

Mitigated Operational

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2       | NBio- CO2              | Total CO2              | CH4           | N2O           | CO2e                   |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------------|------------------------|------------------------|---------------|---------------|------------------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr          |                        |                        |               |               |                        |
| Area         | 0.6293        | 4.0000e-005   | 3.9400e-003   | 0.0000        |               | 1.0000e-005   | 1.0000e-005   |                | 1.0000e-005   | 1.0000e-005   | 0.0000         | 7.6600e-003            | 7.6600e-003            | 2.0000e-005   | 0.0000        | 8.1600e-003            |
| Energy       | 1.6700e-003   | 0.0152        | 0.0128        | 9.0000e-005   |               | 1.1600e-003   | 1.1600e-003   |                | 1.1600e-003   | 1.1600e-003   | 0.0000         | 80.0203                | 80.0203                | 5.6700e-003   | 9.5000e-004   | 80.4461                |
| Mobile       | 0.1114        | 1.9983        | 1.2757        | 0.0132        | 0.6417        | 0.0236        | 0.6652        | 0.1775         | 0.0225        | 0.2000        | 0.0000         | 1,261.940<br>1         | 1,261.940<br>1         | 0.0208        | 0.1652        | 1,311.690<br>7         |
| Waste        |               |               |               |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 29.4357        | 0.0000                 | 29.4357                | 1.7396        | 0.0000        | 72.9258                |
| Water        |               |               |               |               |               | 0.0000        | 0.0000        |                | 0.0000        | 0.0000        | 11.3180        | 82.3812                | 93.6992                | 1.1694        | 0.0283        | 131.3655               |
| <b>Total</b> | <b>0.7424</b> | <b>2.0135</b> | <b>1.2924</b> | <b>0.0133</b> | <b>0.6417</b> | <b>0.0247</b> | <b>0.6664</b> | <b>0.1775</b>  | <b>0.0237</b> | <b>0.2012</b> | <b>40.7537</b> | <b>1,424.349<br/>2</b> | <b>1,465.103<br/>0</b> | <b>2.9355</b> | <b>0.1944</b> | <b>1,596.436<br/>1</b> |

|                          | ROG         | NOx         | CO          | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2    | NBio-CO2    | Total CO2   | CH4         | N2O         | CO2e        |
|--------------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Percent Reduction</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b>   | <b>0.00</b>  | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |

## 3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date  | Num Days Week | Num Days | Phase Description |
|--------------|------------|------------|------------|-----------|---------------|----------|-------------------|
| 1            | Demolition | Demolition | 8/1/2022   | 7/31/2022 | 5             | 0        |                   |

Acres of Grading (Site Preparation Phase): 0

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Acres of Grading (Grading Phase): 0****Acres of Paving: 0****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**

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

### Unmitigated Construction On-Site

[illegible]

### Unmitigated Construction Off-Site

[illegible]



## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

## 3.2 Demolition - 2022

Mitigated Construction On-Site

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr         |               |               |               |               |               |
| Off-Road     | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

Mitigated Construction Off-Site

|              | ROG           | NOx           | CO            | SO2           | Fugitive PM10 | Exhaust PM10  | PM10 Total    | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total   | Bio- CO2      | NBio- CO2     | Total CO2     | CH4           | N2O           | CO2e          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Category     | tons/yr       |               |               |               |               |               |               |                |               |               | MT/yr         |               |               |               |               |               |
| Hauling      | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Vendor       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| Worker       | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000         | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        | 0.0000        |
| <b>Total</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b>  | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> | <b>0.0000</b> |

## 4.0 Operational Detail - Mobile

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

## 4.1 Mitigation Measures Mobile

|             | ROG     | NOx    | CO     | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2      | Total CO2      | CH4    | N2O    | CO2e           |
|-------------|---------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------------|----------------|--------|--------|----------------|
| Category    | tons/yr |        |        |        |               |              |            |                |               |             | MT/yr    |                |                |        |        |                |
| Mitigated   | 0.1114  | 1.9983 | 1.2757 | 0.0132 | 0.6417        | 0.0236       | 0.6652     | 0.1775         | 0.0225        | 0.2000      | 0.0000   | 1,261.940<br>1 | 1,261.940<br>1 | 0.0208 | 0.1652 | 1,311.690<br>7 |
| Unmitigated | 0.1114  | 1.9983 | 1.2757 | 0.0132 | 0.6417        | 0.0236       | 0.6652     | 0.1775         | 0.0225        | 0.2000      | 0.0000   | 1,261.940<br>1 | 1,261.940<br>1 | 0.0208 | 0.1652 | 1,311.690<br>7 |

## 4.2 Trip Summary Information

|                                  | Average Daily Trip Rate |          |        | Unmitigated | Mitigated  |
|----------------------------------|-------------------------|----------|--------|-------------|------------|
| Land Use                         | Weekday                 | Saturday | Sunday | Annual VMT  | Annual VMT |
| Unrefrigerated Warehouse-No Rail | 172.00                  | 14.96    | 5.99   | 539,344     | 539,344    |
| User Defined Industrial          | 94.00                   | 8.18     | 3.27   | 1,001,375   | 1,001,375  |
| Total                            | 265.99                  | 23.14    | 9.26   | 1,540,719   | 1,540,719  |

## 4.3 Trip Type Information

|                                  | Miles      |            |             | Trip %     |            |             | Trip Purpose % |          |         |
|----------------------------------|------------|------------|-------------|------------|------------|-------------|----------------|----------|---------|
| Land Use                         | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary        | Diverted | Pass-by |
| Unrefrigerated Warehouse-No Rail | 16.60      | 8.40       | 6.90        | 59.00      | 0.00       | 41.00       | 92             | 5        | 3       |
| User Defined Industrial          | 40.00      | 8.40       | 6.90        | 100.00     | 0.00       | 0.00        | 100            | 0        | 0       |

## 4.4 Fleet Mix

| Land Use                         | LDA      | LDT1     | LDT2     | MDV      | LHD1     | LHD2     | MHD      | HHD      | OBUS     | UBUS     | MCY      | SBUS     | MH       |
|----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Unrefrigerated Warehouse-No Rail | 0.576000 | 0.060300 | 0.185900 | 0.151900 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.025900 | 0.000000 | 0.000000 |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

|                         |          |          |          |          |          |          |          |          |          |          |          |          |          |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| User Defined Industrial | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.133500 | 0.036700 | 0.212800 | 0.617000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 | 0.000000 |
|-------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

|                         | ROG         | NOx    | CO     | SO2         | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4         | N2O         | CO2e    |
|-------------------------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|---------|
| Category                | tons/yr     |        |        |             |               |              |             |                |               |             | MT/yr    |           |           |             |             |         |
| Electricity Mitigated   |             |        |        |             |               | 0.0000       | 0.0000      |                | 0.0000        | 0.0000      | 0.0000   | 63.4731   | 63.4731   | 5.3600e-003 | 6.5000e-004 | 63.8006 |
| Electricity Unmitigated |             |        |        |             |               | 0.0000       | 0.0000      |                | 0.0000        | 0.0000      | 0.0000   | 63.4731   | 63.4731   | 5.3600e-003 | 6.5000e-004 | 63.8006 |
| Natural Gas Mitigated   | 1.6700e-003 | 0.0152 | 0.0128 | 9.0000e-005 |               | 1.1600e-003  | 1.1600e-003 |                | 1.1600e-003   | 1.1600e-003 | 0.0000   | 16.5472   | 16.5472   | 3.2000e-004 | 3.0000e-004 | 16.6455 |
| Natural Gas Unmitigated | 1.6700e-003 | 0.0152 | 0.0128 | 9.0000e-005 |               | 1.1600e-003  | 1.1600e-003 |                | 1.1600e-003   | 1.1600e-003 | 0.0000   | 16.5472   | 16.5472   | 3.2000e-004 | 3.0000e-004 | 16.6455 |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.2 Energy by Land Use - NaturalGas****Unmitigated**

|                                  | NaturalGas Use | ROG                | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O                | CO2e           |
|----------------------------------|----------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|--------------------|----------------|
| Land Use                         | kBTU/yr        | tons/yr            |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |                    |                |
| Unrefrigerated Warehouse-No Rail | 310083         | 1.6700e-003        | 0.0152        | 0.0128        | 9.0000e-005        |               | 1.1600e-003        | 1.1600e-003        |                | 1.1600e-003        | 1.1600e-003        | 0.0000        | 16.5472        | 16.5472        | 3.2000e-004        | 3.0000e-004        | 16.6455        |
| User Defined Industrial          | 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         |
| <b>Total</b>                     |                | <b>1.6700e-003</b> | <b>0.0152</b> | <b>0.0128</b> | <b>9.0000e-005</b> |               | <b>1.1600e-003</b> | <b>1.1600e-003</b> |                | <b>1.1600e-003</b> | <b>1.1600e-003</b> | <b>0.0000</b> | <b>16.5472</b> | <b>16.5472</b> | <b>3.2000e-004</b> | <b>3.0000e-004</b> | <b>16.6455</b> |

**Mitigated**

|                                  | NaturalGas Use | ROG                | NOx           | CO            | SO2                | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2      | Total CO2      | CH4                | N2O                | CO2e           |
|----------------------------------|----------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|--------------------|----------------|
| Land Use                         | kBTU/yr        | tons/yr            |               |               |                    |               |                    |                    |                |                    |                    | MT/yr         |                |                |                    |                    |                |
| Unrefrigerated Warehouse-No Rail | 310083         | 1.6700e-003        | 0.0152        | 0.0128        | 9.0000e-005        |               | 1.1600e-003        | 1.1600e-003        |                | 1.1600e-003        | 1.1600e-003        | 0.0000        | 16.5472        | 16.5472        | 3.2000e-004        | 3.0000e-004        | 16.6455        |
| User Defined Industrial          | 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         |
| <b>Total</b>                     |                | <b>1.6700e-003</b> | <b>0.0152</b> | <b>0.0128</b> | <b>9.0000e-005</b> |               | <b>1.1600e-003</b> | <b>1.1600e-003</b> |                | <b>1.1600e-003</b> | <b>1.1600e-003</b> | <b>0.0000</b> | <b>16.5472</b> | <b>16.5472</b> | <b>3.2000e-004</b> | <b>3.0000e-004</b> | <b>16.6455</b> |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****5.3 Energy by Land Use - Electricity****Unmitigated**

|                                  | Electricity Use | Total CO2      | CH4                | N2O                | CO2e           |
|----------------------------------|-----------------|----------------|--------------------|--------------------|----------------|
| Land Use                         | kWh/yr          | MT/yr          |                    |                    |                |
| Unrefrigerated Warehouse-No Rail | 357906          | 63.4731        | 5.3600e-003        | 6.5000e-004        | 63.8006        |
| User Defined Industrial          | 0               | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| <b>Total</b>                     |                 | <b>63.4731</b> | <b>5.3600e-003</b> | <b>6.5000e-004</b> | <b>63.8006</b> |

**Mitigated**

|                                  | Electricity Use | Total CO2      | CH4                | N2O                | CO2e           |
|----------------------------------|-----------------|----------------|--------------------|--------------------|----------------|
| Land Use                         | kWh/yr          | MT/yr          |                    |                    |                |
| Unrefrigerated Warehouse-No Rail | 357906          | 63.4731        | 5.3600e-003        | 6.5000e-004        | 63.8006        |
| User Defined Industrial          | 0               | 0.0000         | 0.0000             | 0.0000             | 0.0000         |
| <b>Total</b>                     |                 | <b>63.4731</b> | <b>5.3600e-003</b> | <b>6.5000e-004</b> | <b>63.8006</b> |

**6.0 Area Detail**

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****6.1 Mitigation Measures Area**

|             | ROG     | NOx         | CO          | SO2    | Fugitive PM10 | Exhaust PM10 | PM10 Total  | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2   | Total CO2   | CH4         | N2O    | CO2e        |
|-------------|---------|-------------|-------------|--------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-------------|-------------|-------------|--------|-------------|
| Category    | tons/yr |             |             |        |               |              |             |                |               |             | MT/yr    |             |             |             |        |             |
| Mitigated   | 0.6293  | 4.0000e-005 | 3.9400e-003 | 0.0000 |               | 1.0000e-005  | 1.0000e-005 |                | 1.0000e-005   | 1.0000e-005 | 0.0000   | 7.6600e-003 | 7.6600e-003 | 2.0000e-005 | 0.0000 | 8.1600e-003 |
| Unmitigated | 0.6293  | 4.0000e-005 | 3.9400e-003 | 0.0000 |               | 1.0000e-005  | 1.0000e-005 |                | 1.0000e-005   | 1.0000e-005 | 0.0000   | 7.6600e-003 | 7.6600e-003 | 2.0000e-005 | 0.0000 | 8.1600e-003 |

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

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2          | Total CO2          | CH4                | N2O           | CO2e               |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|--------------------|
| SubCategory           | tons/yr       |                    |                    |               |               |                    |                    |                |                    |                    | MT/yr         |                    |                    |                    |               |                    |
| Architectural Coating | 0.0715        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Consumer Products     | 0.5575        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Landscaping           | 3.6000e-004   | 4.0000e-005        | 3.9400e-003        | 0.0000        |               | 1.0000e-005        | 1.0000e-005        |                | 1.0000e-005        | 1.0000e-005        | 0.0000        | 7.6600e-003        | 7.6600e-003        | 2.0000e-005        | 0.0000        | 8.1600e-003        |
| <b>Total</b>          | <b>0.6293</b> | <b>4.0000e-005</b> | <b>3.9400e-003</b> | <b>0.0000</b> |               | <b>1.0000e-005</b> | <b>1.0000e-005</b> |                | <b>1.0000e-005</b> | <b>1.0000e-005</b> | <b>0.0000</b> | <b>7.6600e-003</b> | <b>7.6600e-003</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>8.1600e-003</b> |

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

## 6.2 Area by SubCategory

Mitigated

|                       | ROG           | NOx                | CO                 | SO2           | Fugitive PM10 | Exhaust PM10       | PM10 Total         | Fugitive PM2.5 | Exhaust PM2.5      | PM2.5 Total        | Bio- CO2      | NBio- CO2          | Total CO2          | CH4                | N2O           | CO2e               |
|-----------------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|--------------------|
| SubCategory           | tons/yr       |                    |                    |               |               |                    |                    |                |                    |                    | MT/yr         |                    |                    |                    |               |                    |
| Architectural Coating | 0.0715        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Consumer Products     | 0.5575        |                    |                    |               |               | 0.0000             | 0.0000             |                | 0.0000             | 0.0000             | 0.0000        | 0.0000             | 0.0000             | 0.0000             | 0.0000        | 0.0000             |
| Landscaping           | 3.6000e-004   | 4.0000e-005        | 3.9400e-003        | 0.0000        |               | 1.0000e-005        | 1.0000e-005        |                | 1.0000e-005        | 1.0000e-005        | 0.0000        | 7.6600e-003        | 7.6600e-003        | 2.0000e-005        | 0.0000        | 8.1600e-003        |
| <b>Total</b>          | <b>0.6293</b> | <b>4.0000e-005</b> | <b>3.9400e-003</b> | <b>0.0000</b> |               | <b>1.0000e-005</b> | <b>1.0000e-005</b> |                | <b>1.0000e-005</b> | <b>1.0000e-005</b> | <b>0.0000</b> | <b>7.6600e-003</b> | <b>7.6600e-003</b> | <b>2.0000e-005</b> | <b>0.0000</b> | <b>8.1600e-003</b> |

## 7.0 Water Detail

## 7.1 Mitigation Measures Water

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

|             | Total CO2 | CH4    | N2O    | CO2e     |
|-------------|-----------|--------|--------|----------|
| Category    | MT/yr     |        |        |          |
| Mitigated   | 93.6992   | 1.1694 | 0.0283 | 131.3655 |
| Unmitigated | 93.6992   | 1.1694 | 0.0283 | 131.3655 |

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

|                                  | Indoor/Outdoor Use | Total CO2      | CH4           | N2O           | CO2e            |
|----------------------------------|--------------------|----------------|---------------|---------------|-----------------|
| Land Use                         | Mgal               | MT/yr          |               |               |                 |
| Unrefrigerated Warehouse-No Rail | 35.6749 / 0        | 93.6992        | 1.1694        | 0.0283        | 131.3655        |
| User Defined Industrial          | 0 / 0              | 0.0000         | 0.0000        | 0.0000        | 0.0000          |
| <b>Total</b>                     |                    | <b>93.6992</b> | <b>1.1694</b> | <b>0.0283</b> | <b>131.3655</b> |



## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****7.2 Water by Land Use****Mitigated**

|                                  | Indoor/Outdoor Use | Total CO2      | CH4           | N2O           | CO2e            |
|----------------------------------|--------------------|----------------|---------------|---------------|-----------------|
| Land Use                         | Mgal               | MT/yr          |               |               |                 |
| Unrefrigerated Warehouse-No Rail | 35.6749 / 0        | 93.6992        | 1.1694        | 0.0283        | 131.3655        |
| User Defined Industrial          | 0 / 0              | 0.0000         | 0.0000        | 0.0000        | 0.0000          |
| <b>Total</b>                     |                    | <b>93.6992</b> | <b>1.1694</b> | <b>0.0283</b> | <b>131.3655</b> |

**8.0 Waste Detail****8.1 Mitigation Measures Waste****Category/Year**

|             | Total CO2 | CH4    | N2O    | CO2e    |
|-------------|-----------|--------|--------|---------|
|             | MT/yr     |        |        |         |
| Mitigated   | 29.4357   | 1.7396 | 0.0000 | 72.9258 |
| Unmitigated | 29.4357   | 1.7396 | 0.0000 | 72.9258 |

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****8.2 Waste by Land Use****Unmitigated**

|                                        | Waste<br>Disposed | Total CO2      | CH4           | N2O           | CO2e           |
|----------------------------------------|-------------------|----------------|---------------|---------------|----------------|
| Land Use                               | tons              | MT/yr          |               |               |                |
| Unrefrigerated<br>Warehouse-No<br>Rail | 145.01            | 29.4357        | 1.7396        | 0.0000        | 72.9258        |
| User Defined<br>Industrial             | 0                 | 0.0000         | 0.0000        | 0.0000        | 0.0000         |
| <b>Total</b>                           |                   | <b>29.4357</b> | <b>1.7396</b> | <b>0.0000</b> | <b>72.9258</b> |

**Mitigated**

|                                        | Waste<br>Disposed | Total CO2      | CH4           | N2O           | CO2e           |
|----------------------------------------|-------------------|----------------|---------------|---------------|----------------|
| Land Use                               | tons              | MT/yr          |               |               |                |
| Unrefrigerated<br>Warehouse-No<br>Rail | 145.01            | 29.4357        | 1.7396        | 0.0000        | 72.9258        |
| User Defined<br>Industrial             | 0                 | 0.0000         | 0.0000        | 0.0000        | 0.0000         |
| <b>Total</b>                           |                   | <b>29.4357</b> | <b>1.7396</b> | <b>0.0000</b> | <b>72.9258</b> |

**9.0 Operational Offroad**

## Moreno Valley Business Park - Phase II (Warehousing Operations) - Riverside-South Coast County, Annual

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

| 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 |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

**User Defined Equipment**

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

**11.0 Vegetation**

---

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**APPENDIX 2.2:**

**EMFAC EMISSIONS SUMMARY**

**AVERAGE EMISSION FACTOR  
RIVERSIDE COUNTY 2023**

| Speed | LHD1     | MHD      | HHD     |
|-------|----------|----------|---------|
| 0     | 0.401577 | 0.039347 | 0.01233 |
| 5     | 0.036447 | 0.006028 | 0.01277 |
| 25    | 0.013286 | 0.002933 | 0.00682 |

| Speed | Weighted Average Emissions |
|-------|----------------------------|
| 0     | 0.10339                    |
| 5     | 0.01648                    |
| 25    | 0.00738                    |

---

---

## Emission Rates - 2023 Emission Factors

### Truck Emission Rates

| Source                                               | Trucks Per Day | VMT <sup>a</sup><br>(miles/day) | Truck Emission Rate <sup>b</sup><br>(grams/mile) | Truck Emission Rate <sup>b</sup><br>(grams/idle-hour) | Daily Truck Emissions <sup>c</sup><br>(grams/day) | Modeled Emission Rates<br>(g/second) |
|------------------------------------------------------|----------------|---------------------------------|--------------------------------------------------|-------------------------------------------------------|---------------------------------------------------|--------------------------------------|
| On-Site Idling                                       | 64             |                                 |                                                  | 0.1034                                                | 2.35                                              | 2.724E-05                            |
| On-Site Travel                                       | 128            | 29.26                           | 0.0165                                           |                                                       | 0.55                                              | 6.320E-06                            |
| Off-Site Travel Ironwood Avenue 10% Inbound/Outbound | 13             | 4.91                            | 0.0074                                           |                                                       | 0.04                                              | 4.446E-07                            |
| Off-Site Travel Heavock Street 90% Inbound/Outbound  | 115            | 29.33                           | 0.0074                                           |                                                       | 0.23                                              | 2.655E-06                            |

<sup>a</sup> Vehicle miles traveled are for modeled truck route only.

<sup>b</sup> Emission rates determined using EMFAC 2017. Idle emission rates are expressed in grams per idle hour rather than grams per mile.

<sup>c</sup> This column includes the total truck travel and truck idle emissions. For idle emissions this column includes emissions based on the assumption that each truck idles for 15 minutes and each TRU idles for 30 minutes.

| calendar_y | season_m | sub_area    | vehicle_class | fuel | temperatu | relative_h | process | speed_tim | pollutant | emission_rate |
|------------|----------|-------------|---------------|------|-----------|------------|---------|-----------|-----------|---------------|
| 2023       | Annual   | Riverside ( | HHDT          | Dsl  | 60        | 70         | RUNEX   | 5         | PM10      | 0.013015      |
| 2023       | Annual   | Riverside ( | HHDT          | Dsl  | 60        | 70         | RUNEX   | 25        | PM10      | 0.00695       |
| 2023       | Annual   | Riverside ( | LHDT1         | Dsl  | 60        | 70         | RUNEX   | 5         | PM10      | 0.071342      |
| 2023       | Annual   | Riverside ( | LHDT1         | Dsl  | 60        | 70         | RUNEX   | 25        | PM10      | 0.026006      |
| 2023       | Annual   | Riverside ( | MHDT          | Dsl  | 60        | 70         | RUNEX   | 5         | PM10      | 0.006736      |
| 2023       | Annual   | Riverside ( | MHDT          | Dsl  | 60        | 70         | RUNEX   | 25        | PM10      | 0.003278      |
| 2023       | Annual   | Riverside ( | HHDT          | Dsl  |           |            | IDLEX   |           | PM10      | 0.012569      |
| 2023       | Annual   | Riverside ( | LHDT1         | Dsl  |           |            | IDLEX   |           | PM10      | 0.786058      |
| 2023       | Annual   | Riverside ( | MHDT          | Dsl  |           |            | IDLEX   |           | PM10      | 0.043967      |



Source: EMFAC2017 (v1.0.3) Emissions Inventory

Region Type: County

Region: RIVERSIDE COUNTY

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      | Calendar Y | Vehicle Ca | Model Yea | Speed     | Fuel       | Population |
|-------------|------------|------------|-----------|-----------|------------|------------|
| Riverside ( | 2023       | HHDT       | Aggregate | Aggregate | Gasoline   | 6.287049   |
| Riverside ( | 2023       | HHDT       | Aggregate | Aggregate | Diesel     | 15994.3    |
| Riverside ( | 2023       | HHDT       | Aggregate | Aggregate | Natural Ga | 297.8339   |
| Riverside ( | 2023       | LHDT1      | Aggregate | Aggregate | Gasoline   | 15202.19   |
| Riverside ( | 2023       | LHDT1      | Aggregate | Aggregate | Diesel     | 15878.18   |
| Riverside ( | 2023       | MHDT       | Aggregate | Aggregate | Gasoline   | 1361.919   |
| Riverside ( | 2023       | MHDT       | Aggregate | Aggregate | Diesel     | 11600.11   |

|              |         |
|--------------|---------|
| HHDT% GAS/NG | 0.01866 |
| HHDT% DSL    | 0.98134 |
| LHDT1% GAS   | 0.48913 |
| LHDT1% DSL   | 0.51087 |
| MHDT% GAS    | 0.10507 |
| MHDT% DSL    | 0.89493 |

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**APPENDIX 2.3:**

**AERMOD MODEL INPUT/OUTPUT**

```

**
*****
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.2.1
** Lakes Environmental Software Inc.
** Date: 12/16/2021
** File: C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno Valley Business Park\14397
Construction\14397 Construction.ADI
**
*****
**
**
*****
** AERMOD Control Pathway
*****
**
**
CO STARTING
  TITLEONE C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno Valley Business Pa
  MODELOPT DFAULT CONC
  AVERTIME ANNUAL
  URBANOPT 2189641
  POLLUTID DPM
  FLAGPOLE 0.00
  RUNORNOT RUN
  ERRORFIL "14397 Construction.err"
CO FINISHED
**
*****
** AERMOD Source Pathway
*****
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** -----
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE4
** DESCRSRC
** PREFIX
** Length of Side = 14.00
** Configuration = Adjacent
** Emission Rate = 0.0005646826
** Vertical Dimension = 6.99
** SZINIT = 3.25
** Nodes = 2
** 477469.588, 3756035.121, 503.81, 3.49, 6.51
** 477467.894, 3755625.382, 500.00, 3.49, 6.51
** -----
  LOCATION L0000450      VOLUME  477469.559 3756028.122 503.87
  LOCATION L0000451      VOLUME  477469.502 3756014.122 503.92
  LOCATION L0000452      VOLUME  477469.444 3756000.122 503.45
  LOCATION L0000453      VOLUME  477469.386 3755986.122 503.00
  LOCATION L0000454      VOLUME  477469.328 3755972.122 503.00
  LOCATION L0000455      VOLUME  477469.270 3755958.122 503.00
  LOCATION L0000456      VOLUME  477469.212 3755944.122 503.00
  LOCATION L0000457      VOLUME  477469.154 3755930.122 503.00
  LOCATION L0000458      VOLUME  477469.096 3755916.123 502.76
  LOCATION L0000459      VOLUME  477469.039 3755902.123 502.44
  LOCATION L0000460      VOLUME  477468.981 3755888.123 502.22
  LOCATION L0000461      VOLUME  477468.923 3755874.123 502.08
  LOCATION L0000462      VOLUME  477468.865 3755860.123 502.00
  LOCATION L0000463      VOLUME  477468.807 3755846.123 502.00
  LOCATION L0000464      VOLUME  477468.749 3755832.123 502.00
  LOCATION L0000465      VOLUME  477468.691 3755818.123 502.00
  LOCATION L0000466      VOLUME  477468.633 3755804.123 501.98
  LOCATION L0000467      VOLUME  477468.576 3755790.124 501.84

```

|                                          |          |              |            |             |         |
|------------------------------------------|----------|--------------|------------|-------------|---------|
| LOCATION                                 | L0000468 | VOLUME       | 477468.518 | 3755776.124 | 501.70  |
| LOCATION                                 | L0000469 | VOLUME       | 477468.460 | 3755762.124 | 501.37  |
| LOCATION                                 | L0000470 | VOLUME       | 477468.402 | 3755748.124 | 501.04  |
| LOCATION                                 | L0000471 | VOLUME       | 477468.344 | 3755734.124 | 501.00  |
| LOCATION                                 | L0000472 | VOLUME       | 477468.286 | 3755720.124 | 501.00  |
| LOCATION                                 | L0000473 | VOLUME       | 477468.228 | 3755706.124 | 501.00  |
| LOCATION                                 | L0000474 | VOLUME       | 477468.170 | 3755692.124 | 501.00  |
| LOCATION                                 | L0000475 | VOLUME       | 477468.112 | 3755678.125 | 500.72  |
| LOCATION                                 | L0000476 | VOLUME       | 477468.055 | 3755664.125 | 500.25  |
| LOCATION                                 | L0000477 | VOLUME       | 477467.997 | 3755650.125 | 500.00  |
| LOCATION                                 | L0000478 | VOLUME       | 477467.939 | 3755636.125 | 500.00  |
| ** End of LINE VOLUME Source ID = SLINE4 |          |              |            |             |         |
| LOCATION                                 | VOL1     | VOLUME       | 477516.635 | 3756216.142 | 503.000 |
| LOCATION                                 | VOL2     | VOLUME       | 477638.598 | 3756215.206 | 503.000 |
| LOCATION                                 | VOL3     | VOLUME       | 477578.892 | 3756215.741 | 503.000 |
| LOCATION                                 | VOL4     | VOLUME       | 477515.706 | 3756058.311 | 503.000 |
| LOCATION                                 | VOL5     | VOLUME       | 477515.438 | 3756164.068 | 503.000 |
| LOCATION                                 | VOL6     | VOLUME       | 477515.438 | 3756108.646 | 503.000 |
| LOCATION                                 | VOL7     | VOLUME       | 477578.624 | 3756163.800 | 502.040 |
| LOCATION                                 | VOL8     | VOLUME       | 477576.482 | 3756108.110 | 502.010 |
| LOCATION                                 | VOL9     | VOLUME       | 477576.482 | 3756058.311 | 502.110 |
| LOCATION                                 | VOL10    | VOLUME       | 477638.598 | 3756163.532 | 502.870 |
| LOCATION                                 | VOL11    | VOLUME       | 477639.669 | 3756108.378 | 502.000 |
| LOCATION                                 | VOL12    | VOLUME       | 477637.794 | 3756059.114 | 501.460 |
| ** Source Parameters **                  |          |              |            |             |         |
| ** LINE VOLUME Source ID = SLINE4        |          |              |            |             |         |
| SRCPARAM                                 | L0000450 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000451 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000452 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000453 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000454 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000455 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000456 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000457 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000458 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000459 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000460 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000461 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000462 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000463 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000464 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000465 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000466 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000467 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000468 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000469 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000470 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000471 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000472 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000473 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000474 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000475 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000476 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000477 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000478 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| ** -----                                 |          |              |            |             |         |
| SRCPARAM                                 | VOL1     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL2     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL3     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL4     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL5     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL6     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL7     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL8     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL9     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL10    | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL11    | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL12    | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| URBANSRC ALL                             |          |              |            |             |         |

```
** Variable Emissions Type: "By Hour / Day (HRDOW)"
```

```
** WeekDays:
```

[illegible]



[illegible]

[illegible][illegible]

[illegible]

[illegible]

[illegible]

```

    EMISFACT VOL9          HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Sunday:
    EMISFACT VOL9          HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL9          HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL9          HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL9          HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** WeekDays:
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 1.0 1.0 1.0 1.0
    EMISFACT VOL10         HRDOW 1.0 1.0 1.0 1.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Saturday:
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Sunday:
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** WeekDays:
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 1.0 1.0 1.0 1.0
    EMISFACT VOL11         HRDOW 1.0 1.0 1.0 1.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Saturday:
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Sunday:
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** WeekDays:
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 1.0 1.0 1.0 1.0
    EMISFACT VOL12         HRDOW 1.0 1.0 1.0 1.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Saturday:
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Sunday:
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    SRCGROUP ALL
SO FINISHED
**
*****
** AERMOD Receptor Pathway
*****
**
**
RE STARTING
    INCLUDED "14397 Construction.rou"
RE FINISHED
**
*****
** AERMOD Meteorology Pathway
*****
**
**
ME STARTING

```

```
SURFFILE PERI_V9_ADJU\PERI_v9.SFC
PROFFILE PERI_V9_ADJU\PERI_v9.PFL
SURFDATA 3171 2010
UAIRDATA 3190 2010
SITEDATA 99999 2010
PROFBASE 442.0 METERS
ME FINISHED
**
*****
** AERMOD Output Pathway
*****
**
**
OU STARTING
** Auto-Generated Plotfiles
  PLOTFILE ANNUAL ALL "14397 CONSTRUCTION.AD\AN00GALL.PLT" 31
  SUMMFILE "14397 Construction.sum"
OU FINISHED
**
*****
** Project Parameters
*****
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS     m
** ZONE      11
** ZONEINX   0
**
```

```

**
*****
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.2.1
** Lakes Environmental Software Inc.
** Date: 12/16/2021
** File: C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno Valley Business Park\14397
Construction\14397 Construction.ADI
**
*****
**
**
*****
** AERMOD Control Pathway
*****
**
**
CO STARTING
  TITLEONE C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno Valley Business Pa
  MODELOPT DFAULT CONC
  AVERTIME ANNUAL
  URBANOPT 2189641
  POLLUTID DPM
  FLAGPOLE 0.00
  RUNORNOT RUN
  ERRORFIL "14397 Construction.err"
CO FINISHED
**
*****
** AERMOD Source Pathway
*****
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** -----
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE4
** DESCRSRC
** PREFIX
** Length of Side = 14.00
** Configuration = Adjacent
** Emission Rate = 0.0005646826
** Vertical Dimension = 6.99
** SZINIT = 3.25
** Nodes = 2
** 477469.588, 3756035.121, 503.81, 3.49, 6.51
** 477467.894, 3755625.382, 500.00, 3.49, 6.51
** -----
  LOCATION L0000450      VOLUME  477469.559 3756028.122 503.87
  LOCATION L0000451      VOLUME  477469.502 3756014.122 503.92
  LOCATION L0000452      VOLUME  477469.444 3756000.122 503.45
  LOCATION L0000453      VOLUME  477469.386 3755986.122 503.00
  LOCATION L0000454      VOLUME  477469.328 3755972.122 503.00
  LOCATION L0000455      VOLUME  477469.270 3755958.122 503.00
  LOCATION L0000456      VOLUME  477469.212 3755944.122 503.00
  LOCATION L0000457      VOLUME  477469.154 3755930.122 503.00
  LOCATION L0000458      VOLUME  477469.096 3755916.123 502.76
  LOCATION L0000459      VOLUME  477469.039 3755902.123 502.44
  LOCATION L0000460      VOLUME  477468.981 3755888.123 502.22
  LOCATION L0000461      VOLUME  477468.923 3755874.123 502.08
  LOCATION L0000462      VOLUME  477468.865 3755860.123 502.00
  LOCATION L0000463      VOLUME  477468.807 3755846.123 502.00
  LOCATION L0000464      VOLUME  477468.749 3755832.123 502.00
  LOCATION L0000465      VOLUME  477468.691 3755818.123 502.00
  LOCATION L0000466      VOLUME  477468.633 3755804.123 501.98
  LOCATION L0000467      VOLUME  477468.576 3755790.124 501.84

```



|                                          |          |              |            |             |         |
|------------------------------------------|----------|--------------|------------|-------------|---------|
| LOCATION                                 | L0000468 | VOLUME       | 477468.518 | 3755776.124 | 501.70  |
| LOCATION                                 | L0000469 | VOLUME       | 477468.460 | 3755762.124 | 501.37  |
| LOCATION                                 | L0000470 | VOLUME       | 477468.402 | 3755748.124 | 501.04  |
| LOCATION                                 | L0000471 | VOLUME       | 477468.344 | 3755734.124 | 501.00  |
| LOCATION                                 | L0000472 | VOLUME       | 477468.286 | 3755720.124 | 501.00  |
| LOCATION                                 | L0000473 | VOLUME       | 477468.228 | 3755706.124 | 501.00  |
| LOCATION                                 | L0000474 | VOLUME       | 477468.170 | 3755692.124 | 501.00  |
| LOCATION                                 | L0000475 | VOLUME       | 477468.112 | 3755678.125 | 500.72  |
| LOCATION                                 | L0000476 | VOLUME       | 477468.055 | 3755664.125 | 500.25  |
| LOCATION                                 | L0000477 | VOLUME       | 477467.997 | 3755650.125 | 500.00  |
| LOCATION                                 | L0000478 | VOLUME       | 477467.939 | 3755636.125 | 500.00  |
| ** End of LINE VOLUME Source ID = SLINE4 |          |              |            |             |         |
| LOCATION                                 | VOL1     | VOLUME       | 477516.635 | 3756216.142 | 503.000 |
| LOCATION                                 | VOL2     | VOLUME       | 477638.598 | 3756215.206 | 503.000 |
| LOCATION                                 | VOL3     | VOLUME       | 477578.892 | 3756215.741 | 503.000 |
| LOCATION                                 | VOL4     | VOLUME       | 477515.706 | 3756058.311 | 503.000 |
| LOCATION                                 | VOL5     | VOLUME       | 477515.438 | 3756164.068 | 503.000 |
| LOCATION                                 | VOL6     | VOLUME       | 477515.438 | 3756108.646 | 503.000 |
| LOCATION                                 | VOL7     | VOLUME       | 477578.624 | 3756163.800 | 502.040 |
| LOCATION                                 | VOL8     | VOLUME       | 477576.482 | 3756108.110 | 502.010 |
| LOCATION                                 | VOL9     | VOLUME       | 477576.482 | 3756058.311 | 502.110 |
| LOCATION                                 | VOL10    | VOLUME       | 477638.598 | 3756163.532 | 502.870 |
| LOCATION                                 | VOL11    | VOLUME       | 477639.669 | 3756108.378 | 502.000 |
| LOCATION                                 | VOL12    | VOLUME       | 477637.794 | 3756059.114 | 501.460 |
| ** Source Parameters **                  |          |              |            |             |         |
| ** LINE VOLUME Source ID = SLINE4        |          |              |            |             |         |
| SRCPARAM                                 | L0000450 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000451 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000452 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000453 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000454 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000455 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000456 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000457 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000458 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000459 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000460 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000461 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000462 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000463 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000464 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000465 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000466 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000467 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000468 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000469 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000470 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000471 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000472 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000473 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000474 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000475 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000476 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000477 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| SRCPARAM                                 | L0000478 | 0.0000194718 | 3.49       | 6.51        | 3.25    |
| ** -----                                 |          |              |            |             |         |
| SRCPARAM                                 | VOL1     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL2     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL3     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL4     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL5     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL6     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL7     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL8     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL9     | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL10    | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL11    | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| SRCPARAM                                 | VOL12    | 0.0017024354 | 5.000      | 14.447      | 1.400   |
| URBANSRC ALL                             |          |              |            |             |         |

```
** Variable Emissions Type: "By Hour / Day (HRDOW)"
```

[illegible]

[illegible]

[illegible][illegible]

[illegible]

[illegible]

[illegible]



```

    EMISFACT VOL9          HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Sunday:
    EMISFACT VOL9          HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL9          HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL9          HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL9          HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** WeekDays:
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 1.0 1.0 1.0 1.0
    EMISFACT VOL10         HRDOW 1.0 1.0 1.0 1.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Saturday:
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Sunday:
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL10         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** WeekDays:
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 1.0 1.0 1.0 1.0
    EMISFACT VOL11         HRDOW 1.0 1.0 1.0 1.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Saturday:
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Sunday:
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL11         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** WeekDays:
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 1.0 1.0 1.0 1.0
    EMISFACT VOL12         HRDOW 1.0 1.0 1.0 1.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Saturday:
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
** Sunday:
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    EMISFACT VOL12         HRDOW 0.0 0.0 0.0 0.0 0.0 0.0
    SRCGROUP ALL
SO FINISHED
**
*****
** AERMOD Receptor Pathway
*****
**
**
RE STARTING
    INCLUDED "14397 Construction.rou"
RE FINISHED
**
*****
** AERMOD Meteorology Pathway
*****
**
**
ME STARTING

```

```
SURFFILE PERI_V9_ADJU\PERI_v9.SFC
PROFFILE PERI_V9_ADJU\PERI_v9.PFL
SURFDATA 3171 2010
UAIRDATA 3190 2010
SITEDATA 99999 2010
PROFBASE 442.0 METERS
ME FINISHED
**
*****
** AERMOD Output Pathway
*****
**
**
OU STARTING
** Auto-Generated Plotfiles
  PLOTFILE ANNUAL ALL "14397 CONSTRUCTION.AD\AN00GALL.PLT" 31
  SUMMFILE "14397 Construction.sum"
OU FINISHED
```

\*\*\* Message Summary For AERMOD Model Setup \*\*\*

----- Summary of Total Messages -----

```
A Total of          0 Fatal Error Message(s)
A Total of          2 Warning Message(s)
A Total of          0 Informational Message(s)
```

```
***** FATAL ERROR MESSAGES *****
*** NONE ***
```

```
***** WARNING MESSAGES *****
ME W186      696      MEOPEN: THRESH_1MIN 1-min ASOS wind speed threshold used          0.50
ME W187      696      MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET
```

```
*****
*** SETUP Finishes Successfully ***
*****
```

```
FF *** AERMOD - VERSION 21112 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno
Valley Business Pa *** 12/16/21
*** AERMET - VERSION 16216 ***
*** 17:16:22
```

```

PAGE 1
*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*
```

\*\*\* MODEL SETUP OPTIONS SUMMARY \*\*\*

\*\*Model Is Setup For Calculation of Average CONCentration Values.

```
-- DEPOSITION LOGIC --
**NO GAS DEPOSITION Data Provided.
**NO PARTICLE DEPOSITION Data Provided.
**Model Uses NO DRY DEPLETION. DRYDPLT = F
**Model Uses NO WET DEPLETION. WETDPLT = F
```

```
**Model Uses URBAN Dispersion Algorithm for the SBL for 41 Source(s),
for Total of 1 Urban Area(s):
Urban Population = 2189641.0 ; Urban Roughness Length = 1.000 m
```

```
**Model Uses Regulatory DEFAULT Options:
1. Stack-tip Downwash.
2. Model Accounts for ELEVated Terrain Effects.
3. Use Calms Processing Routine.
```

4. Use Missing Data Processing Routine.
5. No Exponential Decay.
6. Urban Roughness Length of 1.0 Meter Assumed.

\*\*Other Options Specified:

ADJ\_U\* - Use ADJ\_U\* option for SBL in AERMET  
CCVR\_Sub - Meteorological data includes CCVR substitutions  
TEMP\_Sub - Meteorological data includes TEMP substitutions

\*\*Model Accepts FLAGPOLE Receptor Heights.

\*\*The User Specified a Pollutant Type of: DPM

\*\*Model Calculates ANNUAL Averages Only

\*\*This Run Includes: 41 Source(s); 1 Source Group(s); and 54 Receptor(s)

with: 0 POINT(s), including  
0 POINTCAP(s) and 0 POINTHOR(s)  
and: 41 VOLUME source(s)  
and: 0 AREA type source(s)  
and: 0 LINE source(s)  
and: 0 RLINE/RLINEXT source(s)  
and: 0 OPENPIT source(s)  
and: 0 BUOYANT LINE source(s) with a total of 0 line(s)

\*\*Model Set To Continue RUNning After the Setup Testing.

\*\*The AERMET Input Meteorological Data Version Date: 16216

\*\*Output Options Selected:

Model Outputs Tables of ANNUAL Averages by Receptor  
Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)  
Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

\*\*NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours  
m for Missing Hours  
b for Both Calm and Missing Hours

\*\*Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 442.00 ; Decay Coef. =  
0.000 ; Rot. Angle = 0.0  
Emission Units = GRAMS/SEC ; Emission Rate  
Unit Factor = 0.10000E+07  
Output Units = MICROGRAMS/M\*\*3

\*\*Approximate Storage Requirements of Model = 3.5 MB of RAM.

\*\*Input Runstream File:

aermod.inp

\*\*Output Print File:

aermod.out

\*\*Detailed Error/Message File: 14397

Construction.err

\*\*File for Summary of Results: 14397

Construction.sum

\*\*\* AERMOD - VERSION 21112 \*\*\* C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno  
Valley Business Pa \*\*\* 12/16/21

\*\*\* AERMET - VERSION 16216 \*\*\*

\*\*\*

\*\*\*

17:16:22

PAGE 2

\*\*\* MODELOPTs: RegDEFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* VOLUME SOURCE DATA \*\*\*

|          |             | NUMBER      | EMISSION RATE |          |           | BASE     | RELEASE  | INIT.    | INIT. |
|----------|-------------|-------------|---------------|----------|-----------|----------|----------|----------|-------|
|          |             | URBAN       | EMISSION RATE |          |           |          |          |          |       |
| SOURCE   | PART.       | (GRAMS/SEC) | X             | Y        | ELEV.     | HEIGHT   | SY       | SZ       |       |
| SOURCE   | SCALAR VARY |             |               |          |           |          |          |          |       |
| ID       | CATS.       |             | (METERS)      | (METERS) | (METERS)  | (METERS) | (METERS) | (METERS) |       |
| (METERS) |             | BY          |               |          |           |          |          |          |       |
| -----    |             |             |               |          |           |          |          |          |       |
| -----    |             |             |               |          |           |          |          |          |       |
| L0000450 |             | 0           | 0.19472E-04   | 477469.6 | 3756028.1 | 503.9    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000451 |             | 0           | 0.19472E-04   | 477469.5 | 3756014.1 | 503.9    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000452 |             | 0           | 0.19472E-04   | 477469.4 | 3756000.1 | 503.4    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000453 |             | 0           | 0.19472E-04   | 477469.4 | 3755986.1 | 503.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000454 |             | 0           | 0.19472E-04   | 477469.3 | 3755972.1 | 503.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000455 |             | 0           | 0.19472E-04   | 477469.3 | 3755958.1 | 503.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000456 |             | 0           | 0.19472E-04   | 477469.2 | 3755944.1 | 503.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000457 |             | 0           | 0.19472E-04   | 477469.2 | 3755930.1 | 503.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000458 |             | 0           | 0.19472E-04   | 477469.1 | 3755916.1 | 502.8    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000459 |             | 0           | 0.19472E-04   | 477469.0 | 3755902.1 | 502.4    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000460 |             | 0           | 0.19472E-04   | 477469.0 | 3755888.1 | 502.2    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000461 |             | 0           | 0.19472E-04   | 477468.9 | 3755874.1 | 502.1    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000462 |             | 0           | 0.19472E-04   | 477468.9 | 3755860.1 | 502.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000463 |             | 0           | 0.19472E-04   | 477468.8 | 3755846.1 | 502.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000464 |             | 0           | 0.19472E-04   | 477468.7 | 3755832.1 | 502.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000465 |             | 0           | 0.19472E-04   | 477468.7 | 3755818.1 | 502.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000466 |             | 0           | 0.19472E-04   | 477468.6 | 3755804.1 | 502.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000467 |             | 0           | 0.19472E-04   | 477468.6 | 3755790.1 | 501.8    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000468 |             | 0           | 0.19472E-04   | 477468.5 | 3755776.1 | 501.7    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000469 |             | 0           | 0.19472E-04   | 477468.5 | 3755762.1 | 501.4    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000470 |             | 0           | 0.19472E-04   | 477468.4 | 3755748.1 | 501.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000471 |             | 0           | 0.19472E-04   | 477468.3 | 3755734.1 | 501.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000472 |             | 0           | 0.19472E-04   | 477468.3 | 3755720.1 | 501.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000473 |             | 0           | 0.19472E-04   | 477468.2 | 3755706.1 | 501.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000474 |             | 0           | 0.19472E-04   | 477468.2 | 3755692.1 | 501.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000475 |             | 0           | 0.19472E-04   | 477468.1 | 3755678.1 | 500.7    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000476 |             | 0           | 0.19472E-04   | 477468.1 | 3755664.1 | 500.2    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000477 |             | 0           | 0.19472E-04   | 477468.0 | 3755650.1 | 500.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| L0000478 |             | 0           | 0.19472E-04   | 477467.9 | 3755636.1 | 500.0    | 3.49     | 6.51     | 3.25  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |
| VOL1     |             | 0           | 0.17024E-02   | 477516.6 | 3756216.1 | 503.0    | 5.00     | 14.45    | 1.40  |
| YES      | HRDOW       |             |               |          |           |          |          |          |       |

|       |       |             |          |           |       |      |       |      |
|-------|-------|-------------|----------|-----------|-------|------|-------|------|
| VOL2  | 0     | 0.17024E-02 | 477638.6 | 3756215.2 | 503.0 | 5.00 | 14.45 | 1.40 |
| YES   | HRDOW |             |          |           |       |      |       |      |
| VOL3  | 0     | 0.17024E-02 | 477578.9 | 3756215.7 | 503.0 | 5.00 | 14.45 | 1.40 |
| YES   | HRDOW |             |          |           |       |      |       |      |
| VOL4  | 0     | 0.17024E-02 | 477515.7 | 3756058.3 | 503.0 | 5.00 | 14.45 | 1.40 |
| YES   | HRDOW |             |          |           |       |      |       |      |
| VOL5  | 0     | 0.17024E-02 | 477515.4 | 3756164.1 | 503.0 | 5.00 | 14.45 | 1.40 |
| YES   | HRDOW |             |          |           |       |      |       |      |
| VOL6  | 0     | 0.17024E-02 | 477515.4 | 3756108.6 | 503.0 | 5.00 | 14.45 | 1.40 |
| YES   | HRDOW |             |          |           |       |      |       |      |
| VOL7  | 0     | 0.17024E-02 | 477578.6 | 3756163.8 | 502.0 | 5.00 | 14.45 | 1.40 |
| YES   | HRDOW |             |          |           |       |      |       |      |
| VOL8  | 0     | 0.17024E-02 | 477576.5 | 3756108.1 | 502.0 | 5.00 | 14.45 | 1.40 |
| YES   | HRDOW |             |          |           |       |      |       |      |
| VOL9  | 0     | 0.17024E-02 | 477576.5 | 3756058.3 | 502.1 | 5.00 | 14.45 | 1.40 |
| YES   | HRDOW |             |          |           |       |      |       |      |
| VOL10 | 0     | 0.17024E-02 | 477638.6 | 3756163.5 | 502.9 | 5.00 | 14.45 | 1.40 |
| YES   | HRDOW |             |          |           |       |      |       |      |
| VOL11 | 0     | 0.17024E-02 | 477639.7 | 3756108.4 | 502.0 | 5.00 | 14.45 | 1.40 |
| YES   | HRDOW |             |          |           |       |      |       |      |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* VOLUME SOURCE DATA \*\*\*

| SOURCE   | NUMBER | EMISSION RATE | BASE     | RELEASE  | INIT.    | INIT.    |
|----------|--------|---------------|----------|----------|----------|----------|
| SOURCE   | PART.  | (GRAMS/SEC)   | ELEV.    | HEIGHT   | SY       | SZ       |
| ID       | CATS.  | (METERS)      | (METERS) | (METERS) | (METERS) | (METERS) |
| (METERS) |        | BY            |          |          |          |          |

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VOL12 0 0.17024E-02 477637.8 3756059.1 501.5 5.00 14.45 1.40

YES HRDOW

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* SOURCE IDs DEFINING SOURCE GROUPS \*\*\*

| SRCGROUP ID | SOURCE IDs                                                      |
|-------------|-----------------------------------------------------------------|
| -----       | -----                                                           |
| ALL         | L0000450 , L0000451 , L0000452 , L0000453 , L0000454 , L0000455 |
| , L0000456  | , L0000457 ,                                                    |
|             | L0000458 , L0000459 , L0000460 , L0000461 , L0000462 , L0000463 |
|             | , L0000464 , L0000465 ,                                         |
|             | L0000466 , L0000467 , L0000468 , L0000469 , L0000470 , L0000471 |
|             | , L0000472 , L0000473 ,                                         |
|             | L0000474 , L0000475 , L0000476 , L0000477 , L0000478 , VOL1     |
|             | , VOL2 , VOL3 ,                                                 |

VOL4 , VOL5 , VOL6 , VOL7 , VOL8 , VOL9  
, VOL10 , VOL11 ,

VOL12 ,

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* SOURCE IDs DEFINED AS URBAN SOURCES \*\*\*

| URBAN ID | URBAN POP                                                                                  | SOURCE IDs                                                             |
|----------|--------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| -----    | -----                                                                                      | -----                                                                  |
| L0000457 | 2189641.<br>L0000455                                                                       | L0000450 , L0000451 , L0000452 , L0000453 , L0000454 ,<br>, L0000456 , |
|          | L0000458 , L0000459 , L0000460 , L0000461 , L0000462 , L0000463<br>, L0000464 , L0000465 , |                                                                        |
|          | L0000466 , L0000467 , L0000468 , L0000469 , L0000470 , L0000471<br>, L0000472 , L0000473 , |                                                                        |
|          | L0000474 , L0000475 , L0000476 , L0000477 , L0000478 , VOL1<br>, VOL2 , VOL3 ,             |                                                                        |
|          | VOL4 , VOL5 , VOL6 , VOL7 , VOL8 , VOL9<br>, VOL10 , VOL11 ,                               |                                                                        |

VOL12 ,

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

| SOURCE ID = L0000450 ; SOURCE TYPE = VOLUME : |           |        |           |        |           |        |           |        |           |
|-----------------------------------------------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|
| HOURL                                         | SCALAR    | HOURL  | SCALAR    | HOURL  | SCALAR    | HOURL  | SCALAR    | HOURL  | SCALAR    |
| SCALAR                                        | HOURL     | SCALAR | HOURL     | SCALAR | HOURL     | SCALAR | HOURL     | SCALAR | HOURL     |
| -----                                         | -----     | -----  | -----     | -----  | -----     | -----  | -----     | -----  | -----     |
| DAY OF WEEK = WEEKDAY                         |           |        |           |        |           |        |           |        |           |
| 1                                             | .0000E+00 | 2      | .0000E+00 | 3      | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 |
| .0000E+00                                     |           | 7      | .0000E+00 | 8      | .0000E+00 |        |           |        |           |
| 9                                             | .1000E+01 | 10     | .1000E+01 | 11     | .1000E+01 | 12     | .1000E+01 | 13     | .1000E+01 |
| .1000E+01                                     |           | 15     | .1000E+01 | 16     | .1000E+01 |        |           |        |           |
| 17                                            | .0000E+00 | 18     | .0000E+00 | 19     | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 |
| .0000E+00                                     |           | 23     | .0000E+00 | 24     | .0000E+00 |        |           |        |           |
| DAY OF WEEK = SATURDAY                        |           |        |           |        |           |        |           |        |           |
| 1                                             | .0000E+00 | 2      | .0000E+00 | 3      | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 |
| .0000E+00                                     |           | 7      | .0000E+00 | 8      | .0000E+00 |        |           |        |           |
| 9                                             | .0000E+00 | 10     | .0000E+00 | 11     | .0000E+00 | 12     | .0000E+00 | 13     | .0000E+00 |
| .0000E+00                                     |           | 15     | .0000E+00 | 16     | .0000E+00 |        |           |        |           |
| 17                                            | .0000E+00 | 18     | .0000E+00 | 19     | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 |
| .0000E+00                                     |           | 23     | .0000E+00 | 24     | .0000E+00 |        |           |        |           |
| DAY OF WEEK = SUNDAY                          |           |        |           |        |           |        |           |        |           |
| 1                                             | .0000E+00 | 2      | .0000E+00 | 3      | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 |
| .0000E+00                                     |           | 7      | .0000E+00 | 8      | .0000E+00 |        |           |        |           |

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9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = L0000451 ; SOURCE TYPE = VOLUME :

| HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR |
| -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      |
| -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      |

DAY OF WEEK = WEEKDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |
| .1000E+01 | 15        | .1000E+01 | 16        | .1000E+01 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SATURDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SUNDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = L0000452 ; SOURCE TYPE = VOLUME :

| HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR |
| -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      |
| -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      |

DAY OF WEEK = WEEKDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |
| .1000E+01 | 15        | .1000E+01 | 16        | .1000E+01 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SATURDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |

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17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
                                DAY OF WEEK = SUNDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
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*** 17:16:22

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK
(HRDOW) *

SOURCE ID = L0000453 ; SOURCE TYPE = VOLUME :
  HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR
  SCALAR HOUR SCALAR HOUR SCALAR
- - - - -
- - - - -
                                DAY OF WEEK = WEEKDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14
.1000E+01 15 .1000E+01 16 .1000E+01
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
                                DAY OF WEEK = SATURDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
                                DAY OF WEEK = SUNDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
*** AERMOD - VERSION 21112 *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno
Valley Business Pa *** 12/16/21
*** AERMET - VERSION 16216 ***
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*** 17:16:22

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK
(HRDOW) *

SOURCE ID = L0000454 ; SOURCE TYPE = VOLUME :
  HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR
  SCALAR HOUR SCALAR HOUR SCALAR
- - - - -
- - - - -
                                DAY OF WEEK = WEEKDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14
.1000E+01 15 .1000E+01 16 .1000E+01
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00

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                                DAY OF WEEK = SATURDAY
1  .0000E+00  2  .0000E+00  3  .0000E+00  4  .0000E+00  5  .0000E+00  6
.0000E+00  7  .0000E+00  8  .0000E+00
9  .0000E+00 10  .0000E+00 11  .0000E+00 12  .0000E+00 13  .0000E+00 14
.0000E+00 15  .0000E+00 16  .0000E+00
17 .0000E+00 18  .0000E+00 19  .0000E+00 20  .0000E+00 21  .0000E+00 22
.0000E+00 23  .0000E+00 24  .0000E+00
                                DAY OF WEEK = SUNDAY
1  .0000E+00  2  .0000E+00  3  .0000E+00  4  .0000E+00  5  .0000E+00  6
.0000E+00  7  .0000E+00  8  .0000E+00
9  .0000E+00 10  .0000E+00 11  .0000E+00 12  .0000E+00 13  .0000E+00 14
.0000E+00 15  .0000E+00 16  .0000E+00
17 .0000E+00 18  .0000E+00 19  .0000E+00 20  .0000E+00 21  .0000E+00 22
.0000E+00 23  .0000E+00 24  .0000E+00
*** AERMOD - VERSION 21112 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno
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*** 17:16:22

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*** MODELOPTs:  RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK
(HRDOW) *

SOURCE ID = L0000455 ; SOURCE TYPE = VOLUME :
  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR
  SCALAR  HOUR  SCALAR  HOUR  SCALAR
- - - - -
                                DAY OF WEEK = WEEKDAY
1  .0000E+00  2  .0000E+00  3  .0000E+00  4  .0000E+00  5  .0000E+00  6
.0000E+00  7  .0000E+00  8  .0000E+00
9  .1000E+01 10  .1000E+01 11  .1000E+01 12  .1000E+01 13  .1000E+01 14
.1000E+01 15  .1000E+01 16  .1000E+01
17 .0000E+00 18  .0000E+00 19  .0000E+00 20  .0000E+00 21  .0000E+00 22
.0000E+00 23  .0000E+00 24  .0000E+00
                                DAY OF WEEK = SATURDAY
1  .0000E+00  2  .0000E+00  3  .0000E+00  4  .0000E+00  5  .0000E+00  6
.0000E+00  7  .0000E+00  8  .0000E+00
9  .0000E+00 10  .0000E+00 11  .0000E+00 12  .0000E+00 13  .0000E+00 14
.0000E+00 15  .0000E+00 16  .0000E+00
17 .0000E+00 18  .0000E+00 19  .0000E+00 20  .0000E+00 21  .0000E+00 22
.0000E+00 23  .0000E+00 24  .0000E+00
                                DAY OF WEEK = SUNDAY
1  .0000E+00  2  .0000E+00  3  .0000E+00  4  .0000E+00  5  .0000E+00  6
.0000E+00  7  .0000E+00  8  .0000E+00
9  .0000E+00 10  .0000E+00 11  .0000E+00 12  .0000E+00 13  .0000E+00 14
.0000E+00 15  .0000E+00 16  .0000E+00
17 .0000E+00 18  .0000E+00 19  .0000E+00 20  .0000E+00 21  .0000E+00 22
.0000E+00 23  .0000E+00 24  .0000E+00
*** AERMOD - VERSION 21112 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno
Valley Business Pa *** 12/16/21
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*** MODELOPTs:  RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK
(HRDOW) *

SOURCE ID = L0000456 ; SOURCE TYPE = VOLUME :
  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR
  SCALAR  HOUR  SCALAR  HOUR  SCALAR
- - - - -
                                DAY OF WEEK = WEEKDAY
1  .0000E+00  2  .0000E+00  3  .0000E+00  4  .0000E+00  5  .0000E+00  6

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.0000E+00 7 .0000E+00 8 .0000E+00  
9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14  
.1000E+01 15 .1000E+01 16 .1000E+01  
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22  
.0000E+00 23 .0000E+00 24 .0000E+00

DAY OF WEEK = SATURDAY

1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6  
.0000E+00 7 .0000E+00 8 .0000E+00  
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14  
.0000E+00 15 .0000E+00 16 .0000E+00  
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22  
.0000E+00 23 .0000E+00 24 .0000E+00

DAY OF WEEK = SUNDAY

1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6  
.0000E+00 7 .0000E+00 8 .0000E+00  
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14  
.0000E+00 15 .0000E+00 16 .0000E+00  
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22  
.0000E+00 23 .0000E+00 24 .0000E+00

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = L0000457 ; SOURCE TYPE = VOLUME :  
HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR  
SCALAR HOUR SCALAR HOUR SCALAR

-----  
-----

DAY OF WEEK = WEEKDAY

1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6  
.0000E+00 7 .0000E+00 8 .0000E+00  
9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14  
.1000E+01 15 .1000E+01 16 .1000E+01  
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22  
.0000E+00 23 .0000E+00 24 .0000E+00

DAY OF WEEK = SATURDAY

1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6  
.0000E+00 7 .0000E+00 8 .0000E+00  
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14  
.0000E+00 15 .0000E+00 16 .0000E+00  
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22  
.0000E+00 23 .0000E+00 24 .0000E+00

DAY OF WEEK = SUNDAY

1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6  
.0000E+00 7 .0000E+00 8 .0000E+00  
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14  
.0000E+00 15 .0000E+00 16 .0000E+00  
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22  
.0000E+00 23 .0000E+00 24 .0000E+00

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = L0000458 ; SOURCE TYPE = VOLUME :  
HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR

| SCALAR                 | HOURL     | SCALAR | HOURL     | SCALAR | HOURL     | SCALAR | HOURL     | SCALAR | HOURL     | SCALAR | HOURL |
|------------------------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-------|
| DAY OF WEEK = WEEKDAY  |           |        |           |        |           |        |           |        |           |        |       |
| 1                      | .0000E+00 | 2      | .0000E+00 | 3      | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |       |
| .0000E+00              |           | 7      | .0000E+00 | 8      | .0000E+00 |        |           |        |           |        |       |
| 9                      | .1000E+01 | 10     | .1000E+01 | 11     | .1000E+01 | 12     | .1000E+01 | 13     | .1000E+01 | 14     |       |
| .1000E+01              |           | 15     | .1000E+01 | 16     | .1000E+01 |        |           |        |           |        |       |
| 17                     | .0000E+00 | 18     | .0000E+00 | 19     | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |       |
| .0000E+00              |           | 23     | .0000E+00 | 24     | .0000E+00 |        |           |        |           |        |       |
| DAY OF WEEK = SATURDAY |           |        |           |        |           |        |           |        |           |        |       |
| 1                      | .0000E+00 | 2      | .0000E+00 | 3      | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |       |
| .0000E+00              |           | 7      | .0000E+00 | 8      | .0000E+00 |        |           |        |           |        |       |
| 9                      | .0000E+00 | 10     | .0000E+00 | 11     | .0000E+00 | 12     | .0000E+00 | 13     | .0000E+00 | 14     |       |
| .0000E+00              |           | 15     | .0000E+00 | 16     | .0000E+00 |        |           |        |           |        |       |
| 17                     | .0000E+00 | 18     | .0000E+00 | 19     | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |       |
| .0000E+00              |           | 23     | .0000E+00 | 24     | .0000E+00 |        |           |        |           |        |       |
| DAY OF WEEK = SUNDAY   |           |        |           |        |           |        |           |        |           |        |       |
| 1                      | .0000E+00 | 2      | .0000E+00 | 3      | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |       |
| .0000E+00              |           | 7      | .0000E+00 | 8      | .0000E+00 |        |           |        |           |        |       |
| 9                      | .0000E+00 | 10     | .0000E+00 | 11     | .0000E+00 | 12     | .0000E+00 | 13     | .0000E+00 | 14     |       |
| .0000E+00              |           | 15     | .0000E+00 | 16     | .0000E+00 |        |           |        |           |        |       |
| 17                     | .0000E+00 | 18     | .0000E+00 | 19     | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |       |
| .0000E+00              |           | 23     | .0000E+00 | 24     | .0000E+00 |        |           |        |           |        |       |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK (HRDOW) \*

| SOURCE ID              | HOURL     | SCALAR | HOURL     | SCALAR | HOURL     | SCALAR | HOURL     | SCALAR | HOURL     | SCALAR | HOURL |
|------------------------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-------|
| L0000459               |           |        |           |        |           |        |           |        |           |        |       |
| DAY OF WEEK = WEEKDAY  |           |        |           |        |           |        |           |        |           |        |       |
| 1                      | .0000E+00 | 2      | .0000E+00 | 3      | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |       |
| .0000E+00              |           | 7      | .0000E+00 | 8      | .0000E+00 |        |           |        |           |        |       |
| 9                      | .1000E+01 | 10     | .1000E+01 | 11     | .1000E+01 | 12     | .1000E+01 | 13     | .1000E+01 | 14     |       |
| .1000E+01              |           | 15     | .1000E+01 | 16     | .1000E+01 |        |           |        |           |        |       |
| 17                     | .0000E+00 | 18     | .0000E+00 | 19     | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |       |
| .0000E+00              |           | 23     | .0000E+00 | 24     | .0000E+00 |        |           |        |           |        |       |
| DAY OF WEEK = SATURDAY |           |        |           |        |           |        |           |        |           |        |       |
| 1                      | .0000E+00 | 2      | .0000E+00 | 3      | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |       |
| .0000E+00              |           | 7      | .0000E+00 | 8      | .0000E+00 |        |           |        |           |        |       |
| 9                      | .0000E+00 | 10     | .0000E+00 | 11     | .0000E+00 | 12     | .0000E+00 | 13     | .0000E+00 | 14     |       |
| .0000E+00              |           | 15     | .0000E+00 | 16     | .0000E+00 |        |           |        |           |        |       |
| 17                     | .0000E+00 | 18     | .0000E+00 | 19     | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |       |
| .0000E+00              |           | 23     | .0000E+00 | 24     | .0000E+00 |        |           |        |           |        |       |
| DAY OF WEEK = SUNDAY   |           |        |           |        |           |        |           |        |           |        |       |
| 1                      | .0000E+00 | 2      | .0000E+00 | 3      | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |       |
| .0000E+00              |           | 7      | .0000E+00 | 8      | .0000E+00 |        |           |        |           |        |       |
| 9                      | .0000E+00 | 10     | .0000E+00 | 11     | .0000E+00 | 12     | .0000E+00 | 13     | .0000E+00 | 14     |       |
| .0000E+00              |           | 15     | .0000E+00 | 16     | .0000E+00 |        |           |        |           |        |       |
| 17                     | .0000E+00 | 18     | .0000E+00 | 19     | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |       |
| .0000E+00              |           | 23     | .0000E+00 | 24     | .0000E+00 |        |           |        |           |        |       |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = L0000460 ; SOURCE TYPE = VOLUME :

| HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR |

-----

DAY OF WEEK = WEEKDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |
| .1000E+01 | 15        | .1000E+01 | 16        | .1000E+01 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SATURDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SUNDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = L0000461 ; SOURCE TYPE = VOLUME :

| HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR |

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DAY OF WEEK = WEEKDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |
| .1000E+01 | 15        | .1000E+01 | 16        | .1000E+01 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SATURDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SUNDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = L0000462 ; SOURCE TYPE = VOLUME :

| HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR |

- - - - -  
- - - - -

DAY OF WEEK = WEEKDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |
| .1000E+01 | 15        | .1000E+01 | 16        | .1000E+01 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SATURDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SUNDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = L0000463 ; SOURCE TYPE = VOLUME :

| HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR |

- - - - -  
- - - - -

DAY OF WEEK = WEEKDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |
| .1000E+01 | 15        | .1000E+01 | 16        | .1000E+01 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SATURDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SUNDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |

17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22  
.0000E+00 23 .0000E+00 24 .0000E+00  
\*\*\* AERMOD - VERSION 21112 \*\*\* C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno  
Valley Business Pa \*\*\* 12/16/21  
\*\*\* AERMET - VERSION 16216 \*\*\*  
\*\*\* 17:16:22

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = L0000464 ; SOURCE TYPE = VOLUME :

| HOUR   | SCALAR | HOUR   | SCALAR | HOUR   | SCALAR | HOUR | SCALAR | HOUR | SCALAR | HOUR |
|--------|--------|--------|--------|--------|--------|------|--------|------|--------|------|
| SCALAR | HOUR   | SCALAR | HOUR   | SCALAR |        |      |        |      |        |      |

-----  
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DAY OF WEEK = WEEKDAY

|              |              |              |              |              |    |
|--------------|--------------|--------------|--------------|--------------|----|
| 1 .0000E+00  | 2 .0000E+00  | 3 .0000E+00  | 4 .0000E+00  | 5 .0000E+00  | 6  |
| .0000E+00    | 7 .0000E+00  | 8 .0000E+00  |              |              |    |
| 9 .1000E+01  | 10 .1000E+01 | 11 .1000E+01 | 12 .1000E+01 | 13 .1000E+01 | 14 |
| .1000E+01    | 15 .1000E+01 | 16 .1000E+01 |              |              |    |
| 17 .0000E+00 | 18 .0000E+00 | 19 .0000E+00 | 20 .0000E+00 | 21 .0000E+00 | 22 |
| .0000E+00    | 23 .0000E+00 | 24 .0000E+00 |              |              |    |

DAY OF WEEK = SATURDAY

|              |              |              |              |              |    |
|--------------|--------------|--------------|--------------|--------------|----|
| 1 .0000E+00  | 2 .0000E+00  | 3 .0000E+00  | 4 .0000E+00  | 5 .0000E+00  | 6  |
| .0000E+00    | 7 .0000E+00  | 8 .0000E+00  |              |              |    |
| 9 .0000E+00  | 10 .0000E+00 | 11 .0000E+00 | 12 .0000E+00 | 13 .0000E+00 | 14 |
| .0000E+00    | 15 .0000E+00 | 16 .0000E+00 |              |              |    |
| 17 .0000E+00 | 18 .0000E+00 | 19 .0000E+00 | 20 .0000E+00 | 21 .0000E+00 | 22 |
| .0000E+00    | 23 .0000E+00 | 24 .0000E+00 |              |              |    |

DAY OF WEEK = SUNDAY

|              |              |              |              |              |    |
|--------------|--------------|--------------|--------------|--------------|----|
| 1 .0000E+00  | 2 .0000E+00  | 3 .0000E+00  | 4 .0000E+00  | 5 .0000E+00  | 6  |
| .0000E+00    | 7 .0000E+00  | 8 .0000E+00  |              |              |    |
| 9 .0000E+00  | 10 .0000E+00 | 11 .0000E+00 | 12 .0000E+00 | 13 .0000E+00 | 14 |
| .0000E+00    | 15 .0000E+00 | 16 .0000E+00 |              |              |    |
| 17 .0000E+00 | 18 .0000E+00 | 19 .0000E+00 | 20 .0000E+00 | 21 .0000E+00 | 22 |
| .0000E+00    | 23 .0000E+00 | 24 .0000E+00 |              |              |    |

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Valley Business Pa \*\*\* 12/16/21  
\*\*\* AERMET - VERSION 16216 \*\*\*  
\*\*\* 17:16:22

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = L0000465 ; SOURCE TYPE = VOLUME :

| HOUR   | SCALAR | HOUR   | SCALAR | HOUR   | SCALAR | HOUR | SCALAR | HOUR | SCALAR | HOUR |
|--------|--------|--------|--------|--------|--------|------|--------|------|--------|------|
| SCALAR | HOUR   | SCALAR | HOUR   | SCALAR |        |      |        |      |        |      |

-----  
-----

DAY OF WEEK = WEEKDAY

|              |              |              |              |              |    |
|--------------|--------------|--------------|--------------|--------------|----|
| 1 .0000E+00  | 2 .0000E+00  | 3 .0000E+00  | 4 .0000E+00  | 5 .0000E+00  | 6  |
| .0000E+00    | 7 .0000E+00  | 8 .0000E+00  |              |              |    |
| 9 .1000E+01  | 10 .1000E+01 | 11 .1000E+01 | 12 .1000E+01 | 13 .1000E+01 | 14 |
| .1000E+01    | 15 .1000E+01 | 16 .1000E+01 |              |              |    |
| 17 .0000E+00 | 18 .0000E+00 | 19 .0000E+00 | 20 .0000E+00 | 21 .0000E+00 | 22 |
| .0000E+00    | 23 .0000E+00 | 24 .0000E+00 |              |              |    |

DAY OF WEEK = SATURDAY

|              |              |              |              |              |    |
|--------------|--------------|--------------|--------------|--------------|----|
| 1 .0000E+00  | 2 .0000E+00  | 3 .0000E+00  | 4 .0000E+00  | 5 .0000E+00  | 6  |
| .0000E+00    | 7 .0000E+00  | 8 .0000E+00  |              |              |    |
| 9 .0000E+00  | 10 .0000E+00 | 11 .0000E+00 | 12 .0000E+00 | 13 .0000E+00 | 14 |
| .0000E+00    | 15 .0000E+00 | 16 .0000E+00 |              |              |    |
| 17 .0000E+00 | 18 .0000E+00 | 19 .0000E+00 | 20 .0000E+00 | 21 .0000E+00 | 22 |
| .0000E+00    | 23 .0000E+00 | 24 .0000E+00 |              |              |    |

DAY OF WEEK = SUNDAY

|    |           |    |           |    |           |    |           |    |           |    |  |
|----|-----------|----|-----------|----|-----------|----|-----------|----|-----------|----|--|
| 1  | .0000E+00 | 2  | .0000E+00 | 3  | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |  |
|    | .0000E+00 | 7  | .0000E+00 | 8  | .0000E+00 |    |           |    |           |    |  |
| 9  | .0000E+00 | 10 | .0000E+00 | 11 | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |  |
|    | .0000E+00 | 15 | .0000E+00 | 16 | .0000E+00 |    |           |    |           |    |  |
| 17 | .0000E+00 | 18 | .0000E+00 | 19 | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |  |
|    | .0000E+00 | 23 | .0000E+00 | 24 | .0000E+00 |    |           |    |           |    |  |

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Valley Business Pa \*\*\* 12/16/21  
\*\*\* AERMET - VERSION 16216 \*\*\*  
\*\*\* 17:16:22

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = L0000466 ; SOURCE TYPE = VOLUME :

| HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  |
| -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      |
| -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      |

DAY OF WEEK = WEEKDAY

|    |           |    |           |    |           |    |           |    |           |    |  |
|----|-----------|----|-----------|----|-----------|----|-----------|----|-----------|----|--|
| 1  | .0000E+00 | 2  | .0000E+00 | 3  | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |  |
|    | .0000E+00 | 7  | .0000E+00 | 8  | .0000E+00 |    |           |    |           |    |  |
| 9  | .1000E+01 | 10 | .1000E+01 | 11 | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |  |
|    | .1000E+01 | 15 | .1000E+01 | 16 | .1000E+01 |    |           |    |           |    |  |
| 17 | .0000E+00 | 18 | .0000E+00 | 19 | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |  |
|    | .0000E+00 | 23 | .0000E+00 | 24 | .0000E+00 |    |           |    |           |    |  |

DAY OF WEEK = SATURDAY

|    |           |    |           |    |           |    |           |    |           |    |  |
|----|-----------|----|-----------|----|-----------|----|-----------|----|-----------|----|--|
| 1  | .0000E+00 | 2  | .0000E+00 | 3  | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |  |
|    | .0000E+00 | 7  | .0000E+00 | 8  | .0000E+00 |    |           |    |           |    |  |
| 9  | .0000E+00 | 10 | .0000E+00 | 11 | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |  |
|    | .0000E+00 | 15 | .0000E+00 | 16 | .0000E+00 |    |           |    |           |    |  |
| 17 | .0000E+00 | 18 | .0000E+00 | 19 | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |  |
|    | .0000E+00 | 23 | .0000E+00 | 24 | .0000E+00 |    |           |    |           |    |  |

DAY OF WEEK = SUNDAY

|    |           |    |           |    |           |    |           |    |           |    |  |
|----|-----------|----|-----------|----|-----------|----|-----------|----|-----------|----|--|
| 1  | .0000E+00 | 2  | .0000E+00 | 3  | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |  |
|    | .0000E+00 | 7  | .0000E+00 | 8  | .0000E+00 |    |           |    |           |    |  |
| 9  | .0000E+00 | 10 | .0000E+00 | 11 | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |  |
|    | .0000E+00 | 15 | .0000E+00 | 16 | .0000E+00 |    |           |    |           |    |  |
| 17 | .0000E+00 | 18 | .0000E+00 | 19 | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |  |
|    | .0000E+00 | 23 | .0000E+00 | 24 | .0000E+00 |    |           |    |           |    |  |

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Valley Business Pa \*\*\* 12/16/21  
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\*\*\* 17:16:22

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = L0000467 ; SOURCE TYPE = VOLUME :

| HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  |
| -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      |
| -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      |

DAY OF WEEK = WEEKDAY

|    |           |    |           |    |           |    |           |    |           |    |  |
|----|-----------|----|-----------|----|-----------|----|-----------|----|-----------|----|--|
| 1  | .0000E+00 | 2  | .0000E+00 | 3  | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |  |
|    | .0000E+00 | 7  | .0000E+00 | 8  | .0000E+00 |    |           |    |           |    |  |
| 9  | .1000E+01 | 10 | .1000E+01 | 11 | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |  |
|    | .1000E+01 | 15 | .1000E+01 | 16 | .1000E+01 |    |           |    |           |    |  |
| 17 | .0000E+00 | 18 | .0000E+00 | 19 | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |  |
|    | .0000E+00 | 23 | .0000E+00 | 24 | .0000E+00 |    |           |    |           |    |  |

DAY OF WEEK = SATURDAY

|   |           |   |           |   |           |   |           |   |           |   |  |
|---|-----------|---|-----------|---|-----------|---|-----------|---|-----------|---|--|
| 1 | .0000E+00 | 2 | .0000E+00 | 3 | .0000E+00 | 4 | .0000E+00 | 5 | .0000E+00 | 6 |  |
|---|-----------|---|-----------|---|-----------|---|-----------|---|-----------|---|--|

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.0000E+00 7 .0000E+00 8 .0000E+00
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
DAY OF WEEK = SUNDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
*** AERMOD - VERSION 21112 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno
Valley Business Pa *** 12/16/21
*** AERMET - VERSION 16216 ***
*** 17:16:22

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK
(HRDOW) *

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SOURCE ID = L0000468 ; SOURCE TYPE = VOLUME :
HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR
SCALAR HOUR SCALAR HOUR SCALAR
- - - - -
DAY OF WEEK = WEEKDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14
.1000E+01 15 .1000E+01 16 .1000E+01
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
DAY OF WEEK = SATURDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
DAY OF WEEK = SUNDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
*** AERMOD - VERSION 21112 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno
Valley Business Pa *** 12/16/21
*** AERMET - VERSION 16216 ***
*** 17:16:22

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK
(HRDOW) *

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SOURCE ID = L0000469 ; SOURCE TYPE = VOLUME :
HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR
SCALAR HOUR SCALAR HOUR SCALAR
- - - - -
DAY OF WEEK = WEEKDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14

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.1000E+01 15 .1000E+01 16 .1000E+01
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
DAY OF WEEK = SATURDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
DAY OF WEEK = SUNDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
*** AERMOD - VERSION 21112 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno
Valley Business Pa *** 12/16/21
*** AERMET - VERSION 16216 ***
*** 17:16:22

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK
(HRDOW) *

SOURCE ID = L0000470 ; SOURCE TYPE = VOLUME :
  HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR
  SCALAR HOUR SCALAR HOUR SCALAR
- - - - -
DAY OF WEEK = WEEKDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14
.1000E+01 15 .1000E+01 16 .1000E+01
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
DAY OF WEEK = SATURDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
DAY OF WEEK = SUNDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
*** AERMOD - VERSION 21112 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno
Valley Business Pa *** 12/16/21
*** AERMET - VERSION 16216 ***
*** 17:16:22

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK
(HRDOW) *

SOURCE ID = L0000471 ; SOURCE TYPE = VOLUME :
  HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR
  SCALAR HOUR SCALAR HOUR SCALAR
- - - - -

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- - - - -
                                DAY OF WEEK = WEEKDAY
1  .0000E+00  2  .0000E+00  3  .0000E+00  4  .0000E+00  5  .0000E+00  6
.0000E+00  7  .0000E+00  8  .0000E+00
9  .1000E+01 10  .1000E+01 11  .1000E+01 12  .1000E+01 13  .1000E+01 14
.1000E+01 15  .1000E+01 16  .1000E+01
17 .0000E+00 18  .0000E+00 19  .0000E+00 20  .0000E+00 21  .0000E+00 22
.0000E+00 23  .0000E+00 24  .0000E+00
                                DAY OF WEEK = SATURDAY
1  .0000E+00  2  .0000E+00  3  .0000E+00  4  .0000E+00  5  .0000E+00  6
.0000E+00  7  .0000E+00  8  .0000E+00
9  .0000E+00 10  .0000E+00 11  .0000E+00 12  .0000E+00 13  .0000E+00 14
.0000E+00 15  .0000E+00 16  .0000E+00
17 .0000E+00 18  .0000E+00 19  .0000E+00 20  .0000E+00 21  .0000E+00 22
.0000E+00 23  .0000E+00 24  .0000E+00
                                DAY OF WEEK = SUNDAY
1  .0000E+00  2  .0000E+00  3  .0000E+00  4  .0000E+00  5  .0000E+00  6
.0000E+00  7  .0000E+00  8  .0000E+00
9  .0000E+00 10  .0000E+00 11  .0000E+00 12  .0000E+00 13  .0000E+00 14
.0000E+00 15  .0000E+00 16  .0000E+00
17 .0000E+00 18  .0000E+00 19  .0000E+00 20  .0000E+00 21  .0000E+00 22
.0000E+00 23  .0000E+00 24  .0000E+00
*** AERMOD - VERSION 21112 *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno
Valley Business Pa *** 12/16/21
*** AERMET - VERSION 16216 ***
*** 17:16:22

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*** MODELOPTs:  RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK
(HRDOW) *

SOURCE ID = L0000472 ; SOURCE TYPE = VOLUME :
  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR
  SCALAR  HOUR  SCALAR  HOUR  SCALAR
- - - - -
                                DAY OF WEEK = WEEKDAY
1  .0000E+00  2  .0000E+00  3  .0000E+00  4  .0000E+00  5  .0000E+00  6
.0000E+00  7  .0000E+00  8  .0000E+00
9  .1000E+01 10  .1000E+01 11  .1000E+01 12  .1000E+01 13  .1000E+01 14
.1000E+01 15  .1000E+01 16  .1000E+01
17 .0000E+00 18  .0000E+00 19  .0000E+00 20  .0000E+00 21  .0000E+00 22
.0000E+00 23  .0000E+00 24  .0000E+00
                                DAY OF WEEK = SATURDAY
1  .0000E+00  2  .0000E+00  3  .0000E+00  4  .0000E+00  5  .0000E+00  6
.0000E+00  7  .0000E+00  8  .0000E+00
9  .0000E+00 10  .0000E+00 11  .0000E+00 12  .0000E+00 13  .0000E+00 14
.0000E+00 15  .0000E+00 16  .0000E+00
17 .0000E+00 18  .0000E+00 19  .0000E+00 20  .0000E+00 21  .0000E+00 22
.0000E+00 23  .0000E+00 24  .0000E+00
                                DAY OF WEEK = SUNDAY
1  .0000E+00  2  .0000E+00  3  .0000E+00  4  .0000E+00  5  .0000E+00  6
.0000E+00  7  .0000E+00  8  .0000E+00
9  .0000E+00 10  .0000E+00 11  .0000E+00 12  .0000E+00 13  .0000E+00 14
.0000E+00 15  .0000E+00 16  .0000E+00
17 .0000E+00 18  .0000E+00 19  .0000E+00 20  .0000E+00 21  .0000E+00 22
.0000E+00 23  .0000E+00 24  .0000E+00
*** AERMOD - VERSION 21112 *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno
Valley Business Pa *** 12/16/21
*** AERMET - VERSION 16216 ***
*** 17:16:22

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*** MODELOPTs:  RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK
(HRDOW) *

```

SOURCE ID = L0000473 ; SOURCE TYPE = VOLUME :

| HOUR                            | SCALAR    | HOUR      | SCALAR    | HOUR      | SCALAR                                                                           | HOUR      | SCALAR    | HOUR      | SCALAR    | HOUR      |
|---------------------------------|-----------|-----------|-----------|-----------|----------------------------------------------------------------------------------|-----------|-----------|-----------|-----------|-----------|
| SCALAR                          | HOUR      | SCALAR    | HOUR      | SCALAR    | HOUR                                                                             | SCALAR    | HOUR      | SCALAR    | HOUR      | SCALAR    |
| DAY OF WEEK = WEEKDAY           |           |           |           |           |                                                                                  |           |           |           |           |           |
| 1                               | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00                                                                        | 4         | .0000E+00 | 5         | .0000E+00 | 6         |
| .0000E+00                       | 7         | .0000E+00 | 8         | .0000E+00 | 9                                                                                | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 |
| .1000E+01                       | 12        | .1000E+01 | 13        | .1000E+01 | 14                                                                               | .1000E+01 | 15        | .1000E+01 | 16        | .1000E+01 |
| 17                              | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00                                                                        | 20        | .0000E+00 | 21        | .0000E+00 | 22        |
| .0000E+00                       | 23        | .0000E+00 | 24        | .0000E+00 | DAY OF WEEK = SATURDAY                                                           |           |           |           |           |           |
| 1                               | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00                                                                        | 4         | .0000E+00 | 5         | .0000E+00 | 6         |
| .0000E+00                       | 7         | .0000E+00 | 8         | .0000E+00 | 9                                                                                | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 |
| .0000E+00                       | 12        | .0000E+00 | 13        | .0000E+00 | 14                                                                               | .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |
| 17                              | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00                                                                        | 20        | .0000E+00 | 21        | .0000E+00 | 22        |
| .0000E+00                       | 23        | .0000E+00 | 24        | .0000E+00 | DAY OF WEEK = SUNDAY                                                             |           |           |           |           |           |
| 1                               | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00                                                                        | 4         | .0000E+00 | 5         | .0000E+00 | 6         |
| .0000E+00                       | 7         | .0000E+00 | 8         | .0000E+00 | 9                                                                                | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 |
| .0000E+00                       | 12        | .0000E+00 | 13        | .0000E+00 | 14                                                                               | .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |
| 17                              | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00                                                                        | 20        | .0000E+00 | 21        | .0000E+00 | 22        |
| .0000E+00                       | 23        | .0000E+00 | 24        | .0000E+00 | *** AERMOD - VERSION 21112 *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno |           |           |           |           |           |
| Valley Business Pa *** 12/16/21 |           |           |           |           |                                                                                  |           |           |           |           |           |
| *** AERMET - VERSION 16216 ***  |           |           |           |           |                                                                                  |           |           |           |           |           |
| *** 17:16:22                    |           |           |           |           |                                                                                  |           |           |           |           |           |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK (HRDOW) \*

SOURCE ID = L0000474 ; SOURCE TYPE = VOLUME :

| HOUR                            | SCALAR    | HOUR      | SCALAR    | HOUR      | SCALAR                                                                           | HOUR      | SCALAR    | HOUR      | SCALAR    | HOUR      |
|---------------------------------|-----------|-----------|-----------|-----------|----------------------------------------------------------------------------------|-----------|-----------|-----------|-----------|-----------|
| SCALAR                          | HOUR      | SCALAR    | HOUR      | SCALAR    | HOUR                                                                             | SCALAR    | HOUR      | SCALAR    | HOUR      | SCALAR    |
| DAY OF WEEK = WEEKDAY           |           |           |           |           |                                                                                  |           |           |           |           |           |
| 1                               | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00                                                                        | 4         | .0000E+00 | 5         | .0000E+00 | 6         |
| .0000E+00                       | 7         | .0000E+00 | 8         | .0000E+00 | 9                                                                                | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 |
| .1000E+01                       | 12        | .1000E+01 | 13        | .1000E+01 | 14                                                                               | .1000E+01 | 15        | .1000E+01 | 16        | .1000E+01 |
| 17                              | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00                                                                        | 20        | .0000E+00 | 21        | .0000E+00 | 22        |
| .0000E+00                       | 23        | .0000E+00 | 24        | .0000E+00 | DAY OF WEEK = SATURDAY                                                           |           |           |           |           |           |
| 1                               | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00                                                                        | 4         | .0000E+00 | 5         | .0000E+00 | 6         |
| .0000E+00                       | 7         | .0000E+00 | 8         | .0000E+00 | 9                                                                                | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 |
| .0000E+00                       | 12        | .0000E+00 | 13        | .0000E+00 | 14                                                                               | .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |
| 17                              | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00                                                                        | 20        | .0000E+00 | 21        | .0000E+00 | 22        |
| .0000E+00                       | 23        | .0000E+00 | 24        | .0000E+00 | DAY OF WEEK = SUNDAY                                                             |           |           |           |           |           |
| 1                               | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00                                                                        | 4         | .0000E+00 | 5         | .0000E+00 | 6         |
| .0000E+00                       | 7         | .0000E+00 | 8         | .0000E+00 | 9                                                                                | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 |
| .0000E+00                       | 12        | .0000E+00 | 13        | .0000E+00 | 14                                                                               | .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |
| 17                              | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00                                                                        | 20        | .0000E+00 | 21        | .0000E+00 | 22        |
| .0000E+00                       | 23        | .0000E+00 | 24        | .0000E+00 | *** AERMOD - VERSION 21112 *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno |           |           |           |           |           |
| Valley Business Pa *** 12/16/21 |           |           |           |           |                                                                                  |           |           |           |           |           |
| *** AERMET - VERSION 16216 ***  |           |           |           |           |                                                                                  |           |           |           |           |           |
| *** 17:16:22                    |           |           |           |           |                                                                                  |           |           |           |           |           |

\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*SOURCE ID = L0000475 ; SOURCE TYPE = VOLUME :  

| HOUR   | SCALAR | HOUR   | SCALAR | HOUR   | SCALAR | HOUR   | SCALAR | HOUR   | SCALAR | HOUR   |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SCALAR | HOUR   | SCALAR | HOUR   | SCALAR | HOUR   | SCALAR | HOUR   | SCALAR | HOUR   | SCALAR |

DAY OF WEEK = WEEKDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |
| .1000E+01 | 15        | .1000E+01 | 16        | .1000E+01 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SATURDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SUNDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

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 Valley Business Pa \*\*\* 12/16/21

\*\*\* AERMET - VERSION 16216 \*\*\*

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*SOURCE ID = L0000476 ; SOURCE TYPE = VOLUME :  

| HOUR   | SCALAR | HOUR   | SCALAR | HOUR   | SCALAR | HOUR   | SCALAR | HOUR   | SCALAR | HOUR   |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SCALAR | HOUR   | SCALAR | HOUR   | SCALAR | HOUR   | SCALAR | HOUR   | SCALAR | HOUR   | SCALAR |

DAY OF WEEK = WEEKDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |
| .1000E+01 | 15        | .1000E+01 | 16        | .1000E+01 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SATURDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SUNDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = L0000477 ; SOURCE TYPE = VOLUME :  
HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR  
SCALAR HOUR SCALAR HOUR SCALAR

DAY OF WEEK = WEEKDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |
| .1000E+01 | 15        | .1000E+01 | 16        | .1000E+01 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SATURDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SUNDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

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\*\*\* AERMET - VERSION 16216 \*\*\*  
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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = L0000478 ; SOURCE TYPE = VOLUME :  
HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR  
SCALAR HOUR SCALAR HOUR SCALAR

DAY OF WEEK = WEEKDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |
| .1000E+01 | 15        | .1000E+01 | 16        | .1000E+01 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SATURDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SUNDAY

|   |           |   |           |   |           |   |           |   |           |   |
|---|-----------|---|-----------|---|-----------|---|-----------|---|-----------|---|
| 1 | .0000E+00 | 2 | .0000E+00 | 3 | .0000E+00 | 4 | .0000E+00 | 5 | .0000E+00 | 6 |
|---|-----------|---|-----------|---|-----------|---|-----------|---|-----------|---|

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.0000E+00    7 .0000E+00    8 .0000E+00
9 .0000E+00   10 .0000E+00   11 .0000E+00   12 .0000E+00   13 .0000E+00   14
.0000E+00   15 .0000E+00   16 .0000E+00
17 .0000E+00   18 .0000E+00   19 .0000E+00   20 .0000E+00   21 .0000E+00   22
.0000E+00   23 .0000E+00   24 .0000E+00
PR *** AERMOD - VERSION 21112 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno
Valley Business Pa *** 12/16/21
*** AERMET - VERSION 16216 ***
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17:16:22

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

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SOURCE ID = VOL1 ; SOURCE TYPE = VOLUME :
  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR
  SCALAR  HOUR  SCALAR  HOUR  SCALAR
- - - - -
- - - - -
DAY OF WEEK = WEEKDAY
  1 .0000E+00   2 .0000E+00   3 .0000E+00   4 .0000E+00   5 .0000E+00   6
.0000E+00   7 .0000E+00   8 .0000E+00
  9 .1000E+01  10 .1000E+01  11 .1000E+01  12 .1000E+01  13 .1000E+01  14
.1000E+01  15 .1000E+01  16 .1000E+01
17 .0000E+00  18 .0000E+00  19 .0000E+00  20 .0000E+00  21 .0000E+00  22
.0000E+00  23 .0000E+00  24 .0000E+00
DAY OF WEEK = SATURDAY
  1 .0000E+00   2 .0000E+00   3 .0000E+00   4 .0000E+00   5 .0000E+00   6
.0000E+00   7 .0000E+00   8 .0000E+00
  9 .0000E+00  10 .0000E+00  11 .0000E+00  12 .0000E+00  13 .0000E+00  14
.0000E+00  15 .0000E+00  16 .0000E+00
17 .0000E+00  18 .0000E+00  19 .0000E+00  20 .0000E+00  21 .0000E+00  22
.0000E+00  23 .0000E+00  24 .0000E+00
DAY OF WEEK = SUNDAY
  1 .0000E+00   2 .0000E+00   3 .0000E+00   4 .0000E+00   5 .0000E+00   6
.0000E+00   7 .0000E+00   8 .0000E+00
  9 .0000E+00  10 .0000E+00  11 .0000E+00  12 .0000E+00  13 .0000E+00  14
.0000E+00  15 .0000E+00  16 .0000E+00
17 .0000E+00  18 .0000E+00  19 .0000E+00  20 .0000E+00  21 .0000E+00  22
.0000E+00  23 .0000E+00  24 .0000E+00
PR *** AERMOD - VERSION 21112 *** *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno
Valley Business Pa *** 12/16/21
*** AERMET - VERSION 16216 ***
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17:16:22

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

```

SOURCE ID = VOL2 ; SOURCE TYPE = VOLUME :
  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR  SCALAR  HOUR
  SCALAR  HOUR  SCALAR  HOUR  SCALAR
- - - - -
- - - - -
DAY OF WEEK = WEEKDAY
  1 .0000E+00   2 .0000E+00   3 .0000E+00   4 .0000E+00   5 .0000E+00   6
.0000E+00   7 .0000E+00   8 .0000E+00
  9 .1000E+01  10 .1000E+01  11 .1000E+01  12 .1000E+01  13 .1000E+01  14
.1000E+01  15 .1000E+01  16 .1000E+01
17 .0000E+00  18 .0000E+00  19 .0000E+00  20 .0000E+00  21 .0000E+00  22
.0000E+00  23 .0000E+00  24 .0000E+00
DAY OF WEEK = SATURDAY
  1 .0000E+00   2 .0000E+00   3 .0000E+00   4 .0000E+00   5 .0000E+00   6
.0000E+00   7 .0000E+00   8 .0000E+00
  9 .0000E+00  10 .0000E+00  11 .0000E+00  12 .0000E+00  13 .0000E+00  14

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.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
DAY OF WEEK = SUNDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
*** AERMOD - VERSION 21112 *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno
Valley Business Pa *** 12/16/21
*** AERMET - VERSION 16216 ***
*** 17:16:22

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK
(HRDOW) *

SOURCE ID = VOL3 ; SOURCE TYPE = VOLUME :
  HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR
  SCALAR HOUR SCALAR HOUR SCALAR
- - - - -
DAY OF WEEK = WEEKDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14
.1000E+01 15 .1000E+01 16 .1000E+01
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
DAY OF WEEK = SATURDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
DAY OF WEEK = SUNDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .0000E+00 10 .0000E+00 11 .0000E+00 12 .0000E+00 13 .0000E+00 14
.0000E+00 15 .0000E+00 16 .0000E+00
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22
.0000E+00 23 .0000E+00 24 .0000E+00
*** AERMOD - VERSION 21112 *** C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno
Valley Business Pa *** 12/16/21
*** AERMET - VERSION 16216 ***
*** 17:16:22

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*** MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ_U*

* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK
(HRDOW) *

SOURCE ID = VOL4 ; SOURCE TYPE = VOLUME :
  HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR
  SCALAR HOUR SCALAR HOUR SCALAR
- - - - -
DAY OF WEEK = WEEKDAY
1 .0000E+00 2 .0000E+00 3 .0000E+00 4 .0000E+00 5 .0000E+00 6
.0000E+00 7 .0000E+00 8 .0000E+00
9 .1000E+01 10 .1000E+01 11 .1000E+01 12 .1000E+01 13 .1000E+01 14
.1000E+01 15 .1000E+01 16 .1000E+01
17 .0000E+00 18 .0000E+00 19 .0000E+00 20 .0000E+00 21 .0000E+00 22

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|    |           |    |           |    |           |    |           |    |           |    |  |
|----|-----------|----|-----------|----|-----------|----|-----------|----|-----------|----|--|
| 1  | .0000E+00 | 2  | .0000E+00 | 3  | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |  |
|    | .0000E+00 | 7  | .0000E+00 | 8  | .0000E+00 |    |           |    |           |    |  |
| 9  | .1000E+01 | 10 | .1000E+01 | 11 | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |  |
|    | .1000E+01 | 15 | .1000E+01 | 16 | .1000E+01 |    |           |    |           |    |  |
| 17 | .0000E+00 | 18 | .0000E+00 | 19 | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |  |
|    | .0000E+00 | 23 | .0000E+00 | 24 | .0000E+00 |    |           |    |           |    |  |

DAY OF WEEK = SATURDAY

|    |           |    |           |    |           |    |           |    |           |    |  |
|----|-----------|----|-----------|----|-----------|----|-----------|----|-----------|----|--|
| 1  | .0000E+00 | 2  | .0000E+00 | 3  | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |  |
|    | .0000E+00 | 7  | .0000E+00 | 8  | .0000E+00 |    |           |    |           |    |  |
| 9  | .0000E+00 | 10 | .0000E+00 | 11 | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |  |
|    | .0000E+00 | 15 | .0000E+00 | 16 | .0000E+00 |    |           |    |           |    |  |
| 17 | .0000E+00 | 18 | .0000E+00 | 19 | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |  |
|    | .0000E+00 | 23 | .0000E+00 | 24 | .0000E+00 |    |           |    |           |    |  |

DAY OF WEEK = SUNDAY

|    |           |    |           |    |           |    |           |    |           |    |  |
|----|-----------|----|-----------|----|-----------|----|-----------|----|-----------|----|--|
| 1  | .0000E+00 | 2  | .0000E+00 | 3  | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |  |
|    | .0000E+00 | 7  | .0000E+00 | 8  | .0000E+00 |    |           |    |           |    |  |
| 9  | .0000E+00 | 10 | .0000E+00 | 11 | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |  |
|    | .0000E+00 | 15 | .0000E+00 | 16 | .0000E+00 |    |           |    |           |    |  |
| 17 | .0000E+00 | 18 | .0000E+00 | 19 | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |  |
|    | .0000E+00 | 23 | .0000E+00 | 24 | .0000E+00 |    |           |    |           |    |  |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = VOL7 ; SOURCE TYPE = VOLUME :  
HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR SCALAR HOUR  
SCALAR HOUR SCALAR HOUR SCALAR

-----  
-----

DAY OF WEEK = WEEKDAY

|    |           |    |           |    |           |    |           |    |           |    |  |
|----|-----------|----|-----------|----|-----------|----|-----------|----|-----------|----|--|
| 1  | .0000E+00 | 2  | .0000E+00 | 3  | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |  |
|    | .0000E+00 | 7  | .0000E+00 | 8  | .0000E+00 |    |           |    |           |    |  |
| 9  | .1000E+01 | 10 | .1000E+01 | 11 | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |  |
|    | .1000E+01 | 15 | .1000E+01 | 16 | .1000E+01 |    |           |    |           |    |  |
| 17 | .0000E+00 | 18 | .0000E+00 | 19 | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |  |
|    | .0000E+00 | 23 | .0000E+00 | 24 | .0000E+00 |    |           |    |           |    |  |

DAY OF WEEK = SATURDAY

|    |           |    |           |    |           |    |           |    |           |    |  |
|----|-----------|----|-----------|----|-----------|----|-----------|----|-----------|----|--|
| 1  | .0000E+00 | 2  | .0000E+00 | 3  | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |  |
|    | .0000E+00 | 7  | .0000E+00 | 8  | .0000E+00 |    |           |    |           |    |  |
| 9  | .0000E+00 | 10 | .0000E+00 | 11 | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |  |
|    | .0000E+00 | 15 | .0000E+00 | 16 | .0000E+00 |    |           |    |           |    |  |
| 17 | .0000E+00 | 18 | .0000E+00 | 19 | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |  |
|    | .0000E+00 | 23 | .0000E+00 | 24 | .0000E+00 |    |           |    |           |    |  |

DAY OF WEEK = SUNDAY

|    |           |    |           |    |           |    |           |    |           |    |  |
|----|-----------|----|-----------|----|-----------|----|-----------|----|-----------|----|--|
| 1  | .0000E+00 | 2  | .0000E+00 | 3  | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |  |
|    | .0000E+00 | 7  | .0000E+00 | 8  | .0000E+00 |    |           |    |           |    |  |
| 9  | .0000E+00 | 10 | .0000E+00 | 11 | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |  |
|    | .0000E+00 | 15 | .0000E+00 | 16 | .0000E+00 |    |           |    |           |    |  |
| 17 | .0000E+00 | 18 | .0000E+00 | 19 | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |  |
|    | .0000E+00 | 23 | .0000E+00 | 24 | .0000E+00 |    |           |    |           |    |  |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = VOL8 ; SOURCE TYPE = VOLUME :

| HOURL                  | SCALAR    | HOURL     | SCALAR    | HOURL     | SCALAR    | HOURL  | SCALAR    | HOURL  | SCALAR    | HOURL  |
|------------------------|-----------|-----------|-----------|-----------|-----------|--------|-----------|--------|-----------|--------|
| SCALAR                 | HOURL     | SCALAR    | HOURL     | SCALAR    | HOURL     | SCALAR | HOURL     | SCALAR | HOURL     | SCALAR |
| DAY OF WEEK = WEEKDAY  |           |           |           |           |           |        |           |        |           |        |
| 1                      | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |
| .0000E+00              | 7         | .0000E+00 | 8         | .0000E+00 |           |        |           |        |           |        |
| 9                      | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 | 12     | .1000E+01 | 13     | .1000E+01 | 14     |
| .1000E+01              | 15        | .1000E+01 | 16        | .1000E+01 |           |        |           |        |           |        |
| 17                     | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |
| .0000E+00              | 23        | .0000E+00 | 24        | .0000E+00 |           |        |           |        |           |        |
| DAY OF WEEK = SATURDAY |           |           |           |           |           |        |           |        |           |        |
| 1                      | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |
| .0000E+00              | 7         | .0000E+00 | 8         | .0000E+00 |           |        |           |        |           |        |
| 9                      | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12     | .0000E+00 | 13     | .0000E+00 | 14     |
| .0000E+00              | 15        | .0000E+00 | 16        | .0000E+00 |           |        |           |        |           |        |
| 17                     | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |
| .0000E+00              | 23        | .0000E+00 | 24        | .0000E+00 |           |        |           |        |           |        |
| DAY OF WEEK = SUNDAY   |           |           |           |           |           |        |           |        |           |        |
| 1                      | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |
| .0000E+00              | 7         | .0000E+00 | 8         | .0000E+00 |           |        |           |        |           |        |
| 9                      | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12     | .0000E+00 | 13     | .0000E+00 | 14     |
| .0000E+00              | 15        | .0000E+00 | 16        | .0000E+00 |           |        |           |        |           |        |
| 17                     | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |
| .0000E+00              | 23        | .0000E+00 | 24        | .0000E+00 |           |        |           |        |           |        |

**PR** \*\*\* AERMOD - VERSION 21112 \*\*\* C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno  
Valley Business Pa \*\*\* 12/16/21  
\*\*\* AERMET - VERSION 16216 \*\*\*  
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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK (HRDOW) \*

SOURCE ID = VOL9 ; SOURCE TYPE = VOLUME :

| HOURL                  | SCALAR    | HOURL     | SCALAR    | HOURL     | SCALAR    | HOURL  | SCALAR    | HOURL  | SCALAR    | HOURL  |
|------------------------|-----------|-----------|-----------|-----------|-----------|--------|-----------|--------|-----------|--------|
| SCALAR                 | HOURL     | SCALAR    | HOURL     | SCALAR    | HOURL     | SCALAR | HOURL     | SCALAR | HOURL     | SCALAR |
| DAY OF WEEK = WEEKDAY  |           |           |           |           |           |        |           |        |           |        |
| 1                      | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |
| .0000E+00              | 7         | .0000E+00 | 8         | .0000E+00 |           |        |           |        |           |        |
| 9                      | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 | 12     | .1000E+01 | 13     | .1000E+01 | 14     |
| .1000E+01              | 15        | .1000E+01 | 16        | .1000E+01 |           |        |           |        |           |        |
| 17                     | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |
| .0000E+00              | 23        | .0000E+00 | 24        | .0000E+00 |           |        |           |        |           |        |
| DAY OF WEEK = SATURDAY |           |           |           |           |           |        |           |        |           |        |
| 1                      | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |
| .0000E+00              | 7         | .0000E+00 | 8         | .0000E+00 |           |        |           |        |           |        |
| 9                      | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12     | .0000E+00 | 13     | .0000E+00 | 14     |
| .0000E+00              | 15        | .0000E+00 | 16        | .0000E+00 |           |        |           |        |           |        |
| 17                     | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |
| .0000E+00              | 23        | .0000E+00 | 24        | .0000E+00 |           |        |           |        |           |        |
| DAY OF WEEK = SUNDAY   |           |           |           |           |           |        |           |        |           |        |
| 1                      | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |
| .0000E+00              | 7         | .0000E+00 | 8         | .0000E+00 |           |        |           |        |           |        |
| 9                      | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12     | .0000E+00 | 13     | .0000E+00 | 14     |
| .0000E+00              | 15        | .0000E+00 | 16        | .0000E+00 |           |        |           |        |           |        |
| 17                     | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |
| .0000E+00              | 23        | .0000E+00 | 24        | .0000E+00 |           |        |           |        |           |        |

**PR** \*\*\* AERMOD - VERSION 21112 \*\*\* C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno  
Valley Business Pa \*\*\* 12/16/21  
\*\*\* AERMET - VERSION 16216 \*\*\*  
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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = VOL10 ; SOURCE TYPE = VOLUME :

| HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR |

-----

DAY OF WEEK = WEEKDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |
| .1000E+01 | 15        | .1000E+01 | 16        | .1000E+01 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SATURDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SUNDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

SOURCE ID = VOL11 ; SOURCE TYPE = VOLUME :

| HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR | HOURL  | SCALAR |

-----

DAY OF WEEK = WEEKDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .1000E+01 | 10        | .1000E+01 | 11        | .1000E+01 | 12 | .1000E+01 | 13 | .1000E+01 | 14 |
| .1000E+01 | 15        | .1000E+01 | 16        | .1000E+01 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SATURDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

DAY OF WEEK = SUNDAY

|           |           |           |           |           |           |    |           |    |           |    |
|-----------|-----------|-----------|-----------|-----------|-----------|----|-----------|----|-----------|----|
| 1         | .0000E+00 | 2         | .0000E+00 | 3         | .0000E+00 | 4  | .0000E+00 | 5  | .0000E+00 | 6  |
| .0000E+00 | 7         | .0000E+00 | 8         | .0000E+00 |           |    |           |    |           |    |
| 9         | .0000E+00 | 10        | .0000E+00 | 11        | .0000E+00 | 12 | .0000E+00 | 13 | .0000E+00 | 14 |
| .0000E+00 | 15        | .0000E+00 | 16        | .0000E+00 |           |    |           |    |           |    |
| 17        | .0000E+00 | 18        | .0000E+00 | 19        | .0000E+00 | 20 | .0000E+00 | 21 | .0000E+00 | 22 |
| .0000E+00 | 23        | .0000E+00 | 24        | .0000E+00 |           |    |           |    |           |    |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\* SOURCE EMISSION RATE SCALARS WHICH VARY DIURNALLY AND BY DAY OF WEEK  
(HRDOW) \*

| SOURCE ID = VOL12 ; SOURCE TYPE = VOLUME : |           |        |           |        |           |        |           |        |           |        |        |
|--------------------------------------------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|--------|
| HOURLY                                     | SCALAR    | HOURLY | SCALAR    | HOURLY | SCALAR    | HOURLY | SCALAR    | HOURLY | SCALAR    | HOURLY | SCALAR |
| SCALAR                                     | HOURLY    | SCALAR | HOURLY    | SCALAR | HOURLY    | SCALAR | HOURLY    | SCALAR | HOURLY    | SCALAR | HOURLY |
| -----                                      |           |        |           |        |           |        |           |        |           |        |        |
| DAY OF WEEK = WEEKDAY                      |           |        |           |        |           |        |           |        |           |        |        |
| 1                                          | .0000E+00 | 2      | .0000E+00 | 3      | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |        |
|                                            | .0000E+00 | 7      | .0000E+00 | 8      | .0000E+00 |        |           |        |           |        |        |
| 9                                          | .1000E+01 | 10     | .1000E+01 | 11     | .1000E+01 | 12     | .1000E+01 | 13     | .1000E+01 | 14     |        |
|                                            | .1000E+01 | 15     | .1000E+01 | 16     | .1000E+01 |        |           |        |           |        |        |
| 17                                         | .0000E+00 | 18     | .0000E+00 | 19     | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |        |
|                                            | .0000E+00 | 23     | .0000E+00 | 24     | .0000E+00 |        |           |        |           |        |        |
| DAY OF WEEK = SATURDAY                     |           |        |           |        |           |        |           |        |           |        |        |
| 1                                          | .0000E+00 | 2      | .0000E+00 | 3      | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |        |
|                                            | .0000E+00 | 7      | .0000E+00 | 8      | .0000E+00 |        |           |        |           |        |        |
| 9                                          | .0000E+00 | 10     | .0000E+00 | 11     | .0000E+00 | 12     | .0000E+00 | 13     | .0000E+00 | 14     |        |
|                                            | .0000E+00 | 15     | .0000E+00 | 16     | .0000E+00 |        |           |        |           |        |        |
| 17                                         | .0000E+00 | 18     | .0000E+00 | 19     | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |        |
|                                            | .0000E+00 | 23     | .0000E+00 | 24     | .0000E+00 |        |           |        |           |        |        |
| DAY OF WEEK = SUNDAY                       |           |        |           |        |           |        |           |        |           |        |        |
| 1                                          | .0000E+00 | 2      | .0000E+00 | 3      | .0000E+00 | 4      | .0000E+00 | 5      | .0000E+00 | 6      |        |
|                                            | .0000E+00 | 7      | .0000E+00 | 8      | .0000E+00 |        |           |        |           |        |        |
| 9                                          | .0000E+00 | 10     | .0000E+00 | 11     | .0000E+00 | 12     | .0000E+00 | 13     | .0000E+00 | 14     |        |
|                                            | .0000E+00 | 15     | .0000E+00 | 16     | .0000E+00 |        |           |        |           |        |        |
| 17                                         | .0000E+00 | 18     | .0000E+00 | 19     | .0000E+00 | 20     | .0000E+00 | 21     | .0000E+00 | 22     |        |
|                                            | .0000E+00 | 23     | .0000E+00 | 24     | .0000E+00 |        |           |        |           |        |        |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* DISCRETE CARTESIAN RECEPTORS \*\*\*  
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)  
(METERS)

|                        |        |        |       |             |
|------------------------|--------|--------|-------|-------------|
| ( 477428.9, 3756158.8, | 504.0, | 939.0, | 0.0); | ( 477429.6, |
| 3756137.9,             | 504.0, | 939.0, | 0.0); |             |
| ( 477435.8, 3756113.3, | 503.9, | 939.0, | 0.0); | ( 477450.5, |
| 3756085.6,             | 503.8, | 939.0, | 0.0); |             |
| ( 477447.7, 3756054.8, | 504.0, | 939.0, | 0.0); | ( 477438.1, |
| 3756009.7,             | 503.8, | 939.0, | 0.0); |             |
| ( 477446.7, 3755992.6, | 503.2, | 939.0, | 0.0); | ( 477449.8, |
| 3755976.5,             | 503.0, | 939.0, | 0.0); |             |
| ( 477447.4, 3755961.1, | 503.0, | 939.0, | 0.0); | ( 477425.5, |
| 3755942.3,             | 503.0, | 939.0, | 0.0); |             |
| ( 477413.5, 3755920.1, | 502.9, | 939.0, | 0.0); | ( 477427.2, |
| 3755899.5,             | 502.2, | 939.0, | 0.0); |             |
| ( 477508.6, 3756013.8, | 503.3, | 939.0, | 0.0); | ( 477609.1, |
| 3756012.4,             | 502.2, | 939.0, | 0.0); |             |
| ( 477710.4, 3756013.4, | 500.9, | 939.0, | 0.0); | ( 477674.8, |
| 3756041.1,             | 501.1, | 939.0, | 0.0); |             |
| ( 477675.5, 3756071.2, | 501.9, | 939.0, | 0.0); | ( 477675.5, |
| 3756108.8,             | 502.2, | 939.0, | 0.0); |             |
| ( 477691.9, 3756162.5, | 503.0, | 939.0, | 0.0); | ( 477691.9, |
| 3756200.5,             | 503.8, | 939.0, | 0.0); |             |
| ( 477692.2, 3756241.5, | 504.4, | 939.0, | 0.0); | ( 477879.0, |
| 3756240.1,             | 506.0, | 939.0, | 0.0); |             |

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***
*** 17.16

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\*\*\* MODELOPTs:      RegDFAULT    CONC    ELEV    FLGPOL    URBAN    ADJ U\*

\*\*\* METEOROLOGICAL DAYS SELECTED FOR PROCESSING \*\*\*  
(1=YES; 0=NO)

[illegible]

NOTE: METEOROLOGICAL DATA ACTUALLY PROCESSED WILL ALSO DEPEND ON WHAT IS INCLUDED IN THE DATA FILE.

```

*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES
***
(METERS/SEC)

```

1.54, 3.09, 5.14, 8.23, 10.80,

\*\*\* UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA \*\*\*

| YR   | MO | DY | JDY | HR    |       | H0    | U*     | W*     | DT/DZ | ZICNV | ZIMCH | M-O   | LEN  | Z0   | BOWEN | ALBEDO | REF | WS |
|------|----|----|-----|-------|-------|-------|--------|--------|-------|-------|-------|-------|------|------|-------|--------|-----|----|
| WD   |    |    | HT  | REF   | TA    |       | HT     |        |       |       |       |       |      |      |       |        |     |    |
| -    | -  | -  | -   | -     | -     | -     | -      | -      | -     | -     | -     | -     | -    | -    | -     | -      | -   | -  |
| 10   | 01 | 01 | 1   | 01    | -7.9  | 0.125 | -9.000 | -9.000 | -999. | 106.  |       | 21.2  | 0.19 | 0.61 | 1.00  | 1.30   |     |    |
| 335. |    |    | 9.1 | 282.5 | 5.5   |       |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 02    | -3.9  | 0.088 | -9.000 | -9.000 | -999. | 62.   |       | 15.1  | 0.19 | 0.61 | 1.00  | 0.90   |     |    |
| 142. |    |    | 9.1 | 280.9 | 5.5   |       |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 03    | -3.9  | 0.088 | -9.000 | -9.000 | -999. | 62.   |       | 15.1  | 0.19 | 0.61 | 1.00  | 0.90   |     |    |
| 324. |    |    | 9.1 | 280.4 | 5.5   |       |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 04    | -1.3  | 0.064 | -9.000 | -9.000 | -999. | 39.   |       | 18.3  | 0.19 | 0.61 | 1.00  | 0.40   |     |    |
| 294. |    |    | 9.1 | 278.8 | 5.5   |       |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 05    | -3.9  | 0.088 | -9.000 | -9.000 | -999. | 62.   |       | 15.0  | 0.19 | 0.61 | 1.00  | 0.90   |     |    |
| 205. |    |    | 9.1 | 278.1 | 5.5   |       |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 06    | -1.3  | 0.065 | -9.000 | -9.000 | -999. | 39.   |       | 18.3  | 0.19 | 0.61 | 1.00  |        |     |    |
| 0.40 |    |    | 3.  | 9.1   | 277.0 | 5.5   |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 07    | -8.0  | 0.125 | -9.000 | -9.000 | -999. | 106.  |       | 21.0  | 0.19 | 0.61 | 1.00  | 1.30   |     |    |
| 99.  |    |    | 9.1 | 277.0 | 5.5   |       |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 08    | -3.3  | 0.086 | -9.000 | -9.000 | -999. | 61.   |       | 16.8  | 0.19 | 0.61 | 0.54  | 0.90   |     |    |
| 319. |    |    | 9.1 | 278.8 | 5.5   |       |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 09    | 20.1  | 0.128 | 0.307  | 0.010  | 49.   | 110.  |       | -9.0  | 0.19 | 0.61 | 0.33  | 0.90   |     |    |
| 239. |    |    | 9.1 | 284.2 | 5.5   |       |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 10    | 56.7  | 0.087 | 0.560  | 0.010  | 107.  | 62.   |       | -1.0  | 0.19 | 0.61 | 0.26  | 0.40   |     |    |
| 188. |    |    | 9.1 | 289.2 | 5.5   |       |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 11    | 81.5  | 0.323 | 0.867  | 0.008  | 277.  | 441.  |       | -35.9 | 0.19 | 0.61 | 0.23  | 2.70   |     |    |
| 310. |    |    | 9.1 | 290.9 | 5.5   |       |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 12    | 97.1  | 0.281 | 1.058  | 0.008  | 421.  | 357.  |       | -19.7 | 0.19 | 0.61 | 0.22  | 2.20   |     |    |
| 357. |    |    | 9.1 | 293.1 | 5.5   |       |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 13    | 92.2  | 0.279 | 1.117  | 0.008  | 523.  | 354.  |       | -20.4 | 0.19 | 0.61 | 0.22  | 2.20   |     |    |
| 356. |    |    | 9.1 | 293.8 | 5.5   |       |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 14    | 77.6  | 0.275 | 1.102  | 0.008  | 595.  | 347.  |       | -23.2 | 0.19 | 0.61 | 0.23  | 2.20   |     |    |
| 50.  |    |    | 9.1 | 294.2 | 5.5   |       |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 15    | 54.9  | 0.230 | 1.006  | 0.008  | 640.  | 266.  |       | -19.2 | 0.19 | 0.61 | 0.27  | 1.80   |     |    |
| 53.  |    |    | 9.1 | 293.8 | 5.5   |       |        |        |       |       |       |       |      |      |       |        |     |    |
| 10   | 01 | 01 | 1   | 16    | 12.3  | 0.206 | 0.613  | 0.008  | 648.  |       |       |       |      |      |       |        |     |    |

|      |    |    |     |       |      |       |        |        |       |      |      |      |      |      |      |
|------|----|----|-----|-------|------|-------|--------|--------|-------|------|------|------|------|------|------|
| 10   | 01 | 01 | 1   | 20    | -1.2 | 0.064 | -9.000 | -9.000 | -999. | 39.  | 18.1 | 0.19 | 0.61 | 1.00 | 0.40 |
| 181. |    |    | 9.1 | 285.4 | 5.5  |       |        |        |       |      |      |      |      |      |      |
| 10   | 01 | 01 | 1   | 21    | -7.8 | 0.125 | -9.000 | -9.000 | -999. | 106. | 21.3 | 0.19 | 0.61 | 1.00 | 1.30 |
| 318. |    |    | 9.1 | 284.9 | 5.5  |       |        |        |       |      |      |      |      |      |      |
| 10   | 01 | 01 | 1   | 22    | -3.8 | 0.088 | -9.000 | -9.000 | -999. | 62.  | 15.1 | 0.19 | 0.61 | 1.00 | 0.90 |
| 196. |    |    | 9.1 | 283.1 | 5.5  |       |        |        |       |      |      |      |      |      |      |
| 10   | 01 | 01 | 1   | 23    | -3.8 | 0.088 | -9.000 | -9.000 | -999. | 62.  | 15.1 | 0.19 | 0.61 | 1.00 | 0.90 |
| 330. |    |    | 9.1 | 281.4 | 5.5  |       |        |        |       |      |      |      |      |      |      |
| 10   | 01 | 01 | 1   | 24    | -7.9 | 0.125 | -9.000 | -9.000 | -999. | 106. | 21.2 | 0.19 | 0.61 | 1.00 | 1.30 |
| 332. |    |    | 9.1 | 280.9 | 5.5  |       |        |        |       |      |      |      |      |      |      |

First hour of profile data

| YR | MO | DY | HR | HEIGHT | F | WDIR  | WSPD   | AMB    | TMP  | sigmaA | sigmaW | sigmaV |
|----|----|----|----|--------|---|-------|--------|--------|------|--------|--------|--------|
| 10 | 01 | 01 | 01 | 5.5    | 0 | -999. | -99.00 | 282.6  | 99.0 | -99.00 | -99.00 | -99.00 |
| 10 | 01 | 01 | 01 | 9.1    | 1 | 335.  | 1.30   | -999.0 | 99.0 | -99.00 | -99.00 | -99.00 |

F indicates top of profile (=1) or below (=0)

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR SOURCE GROUP: ALL \*\*\*

| INCLUDING SOURCE(S): |            | L0000450   |            | L0000451   |            |
|----------------------|------------|------------|------------|------------|------------|
| L0000455             | , L0000456 | , L0000457 | , L0000458 | , L0000459 | , L0000460 |
| L0000461             | , L0000462 | , L0000463 | , L0000464 | , L0000465 | , L0000466 |
| L0000467             | , L0000468 | , L0000469 | , L0000470 | , L0000471 | , L0000472 |
| L0000473             | , L0000474 | , L0000475 | , L0000476 | , L0000477 | , L0000478 |

\*\*\* DISCRETE CARTESIAN RECEPTOR POINTS \*\*\*

\*\* CONC OF DPM IN MICROGRAMS/M\*\*3 \*\*

| X-COORD (M) | Y-COORD (M) | CONC    | X-COORD (M) | Y-COORD |
|-------------|-------------|---------|-------------|---------|
| 477428.91   | 3756158.76  | 0.05510 | 477429.60   |         |
| 3756137.90  | 0.05758     |         |             |         |
| 477435.75   | 3756113.28  | 0.06526 | 477450.46   |         |
| 3756085.58  | 0.08565     |         |             |         |
| 477447.72   | 3756054.80  | 0.07364 | 477438.15   |         |
| 3756009.66  | 0.05022     |         |             |         |
| 477446.69   | 3755992.56  | 0.05282 | 477449.77   |         |
| 3755976.49  | 0.05048     |         |             |         |
| 477447.38   | 3755961.10  | 0.04356 | 477425.49   |         |
| 3755942.29  | 0.02805     |         |             |         |
| 477413.52   | 3755920.06  | 0.02185 | 477427.20   |         |
| 3755899.54  | 0.02278     |         |             |         |
| 477508.59   | 3756013.76  | 0.15086 | 477609.14   |         |
| 3756012.40  | 0.18025     |         |             |         |
| 477710.36   | 3756013.42  | 0.06950 | 477674.80   |         |
| 3756041.12  | 0.17556     |         |             |         |
| 477675.48   | 3756071.22  | 0.20603 | 477675.48   |         |
| 3756108.83  | 0.22104     |         |             |         |
| 477691.89   | 3756162.53  | 0.12675 | 477691.89   |         |
| 3756200.48  | 0.10509     |         |             |         |
| 477692.24   | 3756241.52  | 0.06762 | 477878.96   |         |
| 3756240.15  | 0.00747     |         |             |         |
| 477960.35   | 3756240.15  | 0.00447 | 477765.76   |         |

|            |            |         |           |
|------------|------------|---------|-----------|
| 3756240.50 | 0.02138    |         |           |
| 477832.11  | 3756240.50 | 0.01079 | 478076.28 |
| 3756245.28 | 0.00257    |         |           |
| 478126.21  | 3756244.94 | 0.00212 | 478164.51 |
| 3756247.34 | 0.00185    |         |           |
| 478190.84  | 3756286.66 | 0.00165 | 477645.38 |
| 3756289.40 | 0.05883    |         |           |
| 477626.23  | 3756295.56 | 0.05888 | 477607.08 |
| 3756291.79 | 0.06725    |         |           |
| 478215.19  | 3756245.99 | 0.00159 | 478246.99 |
| 3756247.01 | 0.00145    |         |           |
| 477404.68  | 3756224.78 | 0.02871 | 477404.00 |
| 3756190.58 | 0.03279    |         |           |
| 477565.07  | 3756284.29 | 0.07959 | 477666.30 |
| 3756286.68 | 0.05143    |         |           |
| 477694.68  | 3756286.34 | 0.03739 | 477715.20 |
| 3756288.05 | 0.02866    |         |           |
| 477737.43  | 3756283.60 | 0.02298 | 477778.47 |
| 3756283.26 | 0.01518    |         |           |
| 477901.24  | 3756286.34 | 0.00582 | 477950.49 |
| 3756287.37 | 0.00437    |         |           |
| 477980.24  | 3756288.73 | 0.00374 | 477449.82 |
| 3755883.14 | 0.03121    |         |           |
| 477498.04  | 3755795.59 | 0.02160 | 477438.88 |
| 3755801.74 | 0.01861    |         |           |
| 477492.57  | 3755737.45 | 0.02044 | 478028.12 |
| 3756287.37 | 0.00298    |         |           |
| 478053.09  | 3756289.76 | 0.00268 | 478094.47 |
| 3756288.73 | 0.00229    |         |           |
| 478126.96  | 3756289.76 | 0.00203 | 478207.43 |
| 3756286.40 | 0.00157    |         |           |

\*\*\* AERMOD - VERSION 21112 \*\*\* C:\Users\Michael Tirohn\Desktop\HRAS\14397 Moreno  
Valley Business Pa \*\*\* 12/16/21

\*\*\* AERMET - VERSION 16216 \*\*\*  
\*\*\*

\*\*\* 17:16:22

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* THE SUMMARY OF MAXIMUM ANNUAL RESULTS AVERAGED OVER 5  
YEARS \*\*\*

\*\* CONC OF DPM IN  
MICROGRAMS/M\*\*3 \*\*

# NETWORK

| GROUP ID | OF TYPE | GRID-ID | AVERAGE CONC | RECEPTOR (XR, YR, ZELEV, ZHILL, |
|----------|---------|---------|--------------|---------------------------------|
|----------|---------|---------|--------------|---------------------------------|

ZFLAG) -----

|         |                      |              |            |             |         |
|---------|----------------------|--------------|------------|-------------|---------|
| ALL     | 1ST HIGHEST VALUE IS | 0.22104 AT ( | 477675.48, | 3756108.83, | 502.25, |
| 939.00, | 0.00) DC             |              |            |             |         |
|         | 2ND HIGHEST VALUE IS | 0.20603 AT ( | 477675.48, | 3756071.22, | 501.86, |
| 939.00, | 0.00) DC             |              |            |             |         |
|         | 3RD HIGHEST VALUE IS | 0.18025 AT ( | 477609.14, | 3756012.40, | 502.16, |
| 939.00, | 0.00) DC             |              |            |             |         |
|         | 4TH HIGHEST VALUE IS | 0.17556 AT ( | 477674.80, | 3756041.12, | 501.14, |
| 939.00, | 0.00) DC             |              |            |             |         |
|         | 5TH HIGHEST VALUE IS | 0.15086 AT ( | 477508.59, | 3756013.76, | 503.34, |
| 939.00, | 0.00) DC             |              |            |             |         |
|         | 6TH HIGHEST VALUE IS | 0.12675 AT ( | 477691.89, | 3756162.53, | 503.00, |
| 939.00, | 0.00) DC             |              |            |             |         |
|         | 7TH HIGHEST VALUE IS | 0.10509 AT ( | 477691.89, | 3756200.48, | 503.77, |
| 939.00, | 0.00) DC             |              |            |             |         |
|         | 8TH HIGHEST VALUE IS | 0.08565 AT ( | 477450.46, | 3756085.58, | 503.79, |
| 939.00, | 0.00) DC             |              |            |             |         |



9TH HIGHEST VALUE IS 0.07959 AT ( 477565.07, 3756284.29, 503.93,  
939.00, 0.00) DC  
10TH HIGHEST VALUE IS 0.07364 AT ( 477447.72, 3756054.80, 504.00,  
939.00, 0.00) DC

\*\*\* RECEPTOR TYPES: GC = GRIDCART  
GP = GRIDPOLR  
DC = DISCCART  
DP = DISCPOLR

\*\*\* AERMOD - VERSION 21112 \*\*\* C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno  
Valley Business Pa \*\*\* 12/16/21

\*\*\* AERMET - VERSION 16216 \*\*\*  
\*\*\*

\*\*\* 17:16:22

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* Message Summary : AERMOD Model Execution \*\*\*

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)  
A Total of 4 Warning Message(s)  
A Total of 2028 Informational Message(s)  
  
A Total of 43824 Hours Were Processed  
  
A Total of 978 Calm Hours Identified  
  
A Total of 1050 Missing Hours Identified ( 2.40 Percent)

\*\*\*\*\* FATAL ERROR MESSAGES \*\*\*\*\*  
\*\*\* NONE \*\*\*

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*  
ME W186 696 MEOPEN: THRESH\_1MIN 1-min ASOS wind speed threshold used 0.50  
ME W187 696 MEOPEN: ADJ\_U\* Option for Stable Low Winds used in AERMET  
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 14010101  
MX W450 17521 CHKDAT: Record Out of Sequence in Meteorological File at: 2 year gap

\*\*\*\*\*  
\*\*\* AERMOD Finishes Successfully \*\*\*  
\*\*\*\*\*

```

**
*****
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.2.1
** Lakes Environmental Software Inc.
** Date: 12/16/2021
** File: C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno Valley Business Park\14397 Ops\14397
Ops.ADI
**
*****
**
**
*****
** AERMOD Control Pathway
*****
**
**
CO STARTING
  TITLEONE C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno Valley Business Pa
  MODELOPT DFAULT CONC
  AVERTIME ANNUAL
  URBANOPT 2189641
  POLLUTID DPM
  FLAGPOLE 0.00
  RUNORNOT RUN
  ERRORFIL "14397 Ops.err"
CO FINISHED
**
*****
** AERMOD Source Pathway
*****
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** -----
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC Onsite Idling
** PREFIX
** Length of Side = 7.59
** Configuration = Adjacent
** Emission Rate = 0.00002724
** Vertical Dimension = 6.99
** SZINIT = 3.25
** Nodes = 2
** 477622.396, 3756183.961, 502.69, 3.49, 3.53
** 477621.568, 3756039.898, 501.75, 3.49, 3.53
** -----
LOCATION L0000160      VOLUME  477622.374 3756180.166 502.68
LOCATION L0000161      VOLUME  477622.330 3756172.576 502.54
LOCATION L0000162      VOLUME  477622.287 3756164.986 502.40
LOCATION L0000163      VOLUME  477622.243 3756157.397 502.29
LOCATION L0000164      VOLUME  477622.199 3756149.807 502.18
LOCATION L0000165      VOLUME  477622.156 3756142.217 502.08
LOCATION L0000166      VOLUME  477622.112 3756134.627 502.00
LOCATION L0000167      VOLUME  477622.069 3756127.037 502.00
LOCATION L0000168      VOLUME  477622.025 3756119.447 502.00
LOCATION L0000169      VOLUME  477621.981 3756111.857 502.00
LOCATION L0000170      VOLUME  477621.938 3756104.267 502.00
LOCATION L0000171      VOLUME  477621.894 3756096.678 502.00
LOCATION L0000172      VOLUME  477621.850 3756089.088 502.00
LOCATION L0000173      VOLUME  477621.807 3756081.498 502.00
LOCATION L0000174      VOLUME  477621.763 3756073.908 501.97
LOCATION L0000175      VOLUME  477621.720 3756066.318 501.87
LOCATION L0000176      VOLUME  477621.676 3756058.728 501.77
LOCATION L0000177      VOLUME  477621.632 3756051.138 501.67

```

LOCATION L0000178        VOLUME    477621.589 3756043.548 501.65  
\*\* End of LINE VOLUME Source ID = SLINE1

-----  
\*\* Line Source Represented by Adjacent Volume Sources  
\*\* LINE VOLUME Source ID = SLINE2  
\*\* DESCRSRC Onsite  
\*\* PREFIX  
\*\* Length of Side = 7.59  
\*\* Configuration = Adjacent  
\*\* Emission Rate = 6.32E-06  
\*\* Vertical Dimension = 6.99  
\*\* SZINIT = 3.25  
\*\* Nodes = 6  
\*\* 477486.725, 3756035.299, 503.39, 3.49, 3.53  
\*\* 477509.496, 3756031.780, 503.33, 3.49, 3.53  
\*\* 477640.948, 3756032.608, 501.51, 3.49, 3.53  
\*\* 477639.706, 3756182.484, 503.00, 3.49, 3.53  
\*\* 477636.394, 3756234.236, 503.04, 3.49, 3.53  
\*\* 477632.461, 3756245.208, 503.71, 3.49, 3.53

-----  
LOCATION L0000227        VOLUME    477490.476 3756034.720 503.38  
LOCATION L0000228        VOLUME    477497.977 3756033.561 503.31  
LOCATION L0000229        VOLUME    477505.478 3756032.401 503.22  
LOCATION L0000230        VOLUME    477513.020 3756031.803 503.11  
LOCATION L0000231        VOLUME    477520.610 3756031.850 503.00  
LOCATION L0000232        VOLUME    477528.200 3756031.898 503.00  
LOCATION L0000233        VOLUME    477535.789 3756031.946 503.00  
LOCATION L0000234        VOLUME    477543.379 3756031.994 503.00  
LOCATION L0000235        VOLUME    477550.969 3756032.042 502.98  
LOCATION L0000236        VOLUME    477558.559 3756032.089 502.85  
LOCATION L0000237        VOLUME    477566.149 3756032.137 502.72  
LOCATION L0000238        VOLUME    477573.739 3756032.185 502.58  
LOCATION L0000239        VOLUME    477581.329 3756032.233 502.45  
LOCATION L0000240        VOLUME    477588.918 3756032.281 502.33  
LOCATION L0000241        VOLUME    477596.508 3756032.328 502.21  
LOCATION L0000242        VOLUME    477604.098 3756032.376 502.09  
LOCATION L0000243        VOLUME    477611.688 3756032.424 501.97  
LOCATION L0000244        VOLUME    477619.278 3756032.472 501.83  
LOCATION L0000245        VOLUME    477626.868 3756032.520 501.70  
LOCATION L0000246        VOLUME    477634.458 3756032.567 501.56  
LOCATION L0000247        VOLUME    477640.939 3756033.708 501.41  
LOCATION L0000248        VOLUME    477640.876 3756041.298 501.17  
LOCATION L0000249        VOLUME    477640.813 3756048.887 501.08  
LOCATION L0000250        VOLUME    477640.750 3756056.477 501.33  
LOCATION L0000251        VOLUME    477640.687 3756064.067 501.59  
LOCATION L0000252        VOLUME    477640.624 3756071.656 501.84  
LOCATION L0000253        VOLUME    477640.561 3756079.246 502.00  
LOCATION L0000254        VOLUME    477640.499 3756086.836 502.00  
LOCATION L0000255        VOLUME    477640.436 3756094.426 502.00  
LOCATION L0000256        VOLUME    477640.373 3756102.015 502.00  
LOCATION L0000257        VOLUME    477640.310 3756109.605 502.00  
LOCATION L0000258        VOLUME    477640.247 3756117.195 502.01  
LOCATION L0000259        VOLUME    477640.184 3756124.785 502.01  
LOCATION L0000260        VOLUME    477640.121 3756132.374 502.01  
LOCATION L0000261        VOLUME    477640.058 3756139.964 502.12  
LOCATION L0000262        VOLUME    477639.995 3756147.554 502.37  
LOCATION L0000263        VOLUME    477639.932 3756155.144 502.62  
LOCATION L0000264        VOLUME    477639.870 3756162.733 502.88  
LOCATION L0000265        VOLUME    477639.807 3756170.323 503.00  
LOCATION L0000266        VOLUME    477639.744 3756177.913 503.00  
LOCATION L0000267        VOLUME    477639.513 3756185.496 503.00  
LOCATION L0000268        VOLUME    477639.028 3756193.071 503.00  
LOCATION L0000269        VOLUME    477638.544 3756200.645 503.00  
LOCATION L0000270        VOLUME    477638.059 3756208.220 503.00  
LOCATION L0000271        VOLUME    477637.574 3756215.795 503.00  
LOCATION L0000272        VOLUME    477637.089 3756223.369 503.00  
LOCATION L0000273        VOLUME    477636.604 3756230.944 503.15  
LOCATION L0000274        VOLUME    477634.946 3756238.275 503.39

\*\* End of LINE VOLUME Source ID = SLINE2

```

** -----
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE3
** DESCRSRC Ironwood 10%
** PREFIX
** Length of Side = 14.00
** Configuration = Adjacent
** Emission Rate = 4.446E-07
** Vertical Dimension = 6.99
** SZINIT = 3.25
** Nodes = 2
** 477631.835, 3756262.504, 503.95, 3.49, 6.51
** 478249.303, 3756265.847, 510.14, 3.49, 6.51
** -----
LOCATION L0000319      VOLUME  477638.835 3756262.542 504.20
LOCATION L0000320      VOLUME  477652.835 3756262.618 504.20
LOCATION L0000321      VOLUME  477666.835 3756262.693 504.21
LOCATION L0000322      VOLUME  477680.835 3756262.769 504.50
LOCATION L0000323      VOLUME  477694.834 3756262.845 504.87
LOCATION L0000324      VOLUME  477708.834 3756262.921 505.06
LOCATION L0000325      VOLUME  477722.834 3756262.997 505.17
LOCATION L0000326      VOLUME  477736.834 3756263.073 505.22
LOCATION L0000327      VOLUME  477750.834 3756263.148 505.22
LOCATION L0000328      VOLUME  477764.833 3756263.224 505.22
LOCATION L0000329      VOLUME  477778.833 3756263.300 505.23
LOCATION L0000330      VOLUME  477792.833 3756263.376 505.31
LOCATION L0000331      VOLUME  477806.833 3756263.452 505.67
LOCATION L0000332      VOLUME  477820.833 3756263.527 506.01
LOCATION L0000333      VOLUME  477834.832 3756263.603 506.12
LOCATION L0000334      VOLUME  477848.832 3756263.679 506.23
LOCATION L0000335      VOLUME  477862.832 3756263.755 506.24
LOCATION L0000336      VOLUME  477876.832 3756263.831 506.24
LOCATION L0000337      VOLUME  477890.832 3756263.906 506.52
LOCATION L0000338      VOLUME  477904.831 3756263.982 506.88
LOCATION L0000339      VOLUME  477918.831 3756264.058 507.00
LOCATION L0000340      VOLUME  477932.831 3756264.134 507.00
LOCATION L0000341      VOLUME  477946.831 3756264.210 506.83
LOCATION L0000342      VOLUME  477960.831 3756264.285 506.48
LOCATION L0000343      VOLUME  477974.830 3756264.361 506.43
LOCATION L0000344      VOLUME  477988.830 3756264.437 506.90
LOCATION L0000345      VOLUME  478002.830 3756264.513 507.27
LOCATION L0000346      VOLUME  478016.830 3756264.589 507.27
LOCATION L0000347      VOLUME  478030.830 3756264.664 507.27
LOCATION L0000348      VOLUME  478044.829 3756264.740 507.28
LOCATION L0000349      VOLUME  478058.829 3756264.816 507.28
LOCATION L0000350      VOLUME  478072.829 3756264.892 507.59
LOCATION L0000351      VOLUME  478086.829 3756264.968 507.93
LOCATION L0000352      VOLUME  478100.829 3756265.043 508.10
LOCATION L0000353      VOLUME  478114.828 3756265.119 508.24
LOCATION L0000354      VOLUME  478128.828 3756265.195 508.50
LOCATION L0000355      VOLUME  478142.828 3756265.271 508.84
LOCATION L0000356      VOLUME  478156.828 3756265.347 509.07
LOCATION L0000357      VOLUME  478170.828 3756265.422 509.21
LOCATION L0000358      VOLUME  478184.827 3756265.498 509.47
LOCATION L0000359      VOLUME  478198.827 3756265.574 509.94
LOCATION L0000360      VOLUME  478212.827 3756265.650 510.31
LOCATION L0000361      VOLUME  478226.827 3756265.726 510.31
LOCATION L0000362      VOLUME  478240.826 3756265.801 510.34
** End of LINE VOLUME Source ID = SLINE3
** -----
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE4
** DESCRSRC Heacock 90%
** PREFIX
** Length of Side = 14.00
** Configuration = Adjacent
** Emission Rate = 2.655E-06
** Vertical Dimension = 6.99
** SZINIT = 3.25

```

\*\* Nodes = 2  
\*\* 477469.588, 3756035.121, 503.81, 3.49, 6.51  
\*\* 477467.894, 3755625.382, 500.00, 3.49, 6.51

\*\* -----  
LOCATION L0000392 VOLUME 477469.559 3756028.122 503.87  
LOCATION L0000393 VOLUME 477469.502 3756014.122 503.92  
LOCATION L0000394 VOLUME 477469.444 3756000.122 503.45  
LOCATION L0000395 VOLUME 477469.386 3755986.122 503.00  
LOCATION L0000396 VOLUME 477469.328 3755972.122 503.00  
LOCATION L0000397 VOLUME 477469.270 3755958.122 503.00  
LOCATION L0000398 VOLUME 477469.212 3755944.122 503.00  
LOCATION L0000399 VOLUME 477469.154 3755930.122 503.00  
LOCATION L0000400 VOLUME 477469.096 3755916.123 502.76  
LOCATION L0000401 VOLUME 477469.039 3755902.123 502.44  
LOCATION L0000402 VOLUME 477468.981 3755888.123 502.22  
LOCATION L0000403 VOLUME 477468.923 3755874.123 502.08  
LOCATION L0000404 VOLUME 477468.865 3755860.123 502.00  
LOCATION L0000405 VOLUME 477468.807 3755846.123 502.00  
LOCATION L0000406 VOLUME 477468.749 3755832.123 502.00  
LOCATION L0000407 VOLUME 477468.691 3755818.123 502.00  
LOCATION L0000408 VOLUME 477468.633 3755804.123 501.98  
LOCATION L0000409 VOLUME 477468.576 3755790.124 501.84  
LOCATION L0000410 VOLUME 477468.518 3755776.124 501.70  
LOCATION L0000411 VOLUME 477468.460 3755762.124 501.37  
LOCATION L0000412 VOLUME 477468.402 3755748.124 501.04  
LOCATION L0000413 VOLUME 477468.344 3755734.124 501.00  
LOCATION L0000414 VOLUME 477468.286 3755720.124 501.00  
LOCATION L0000415 VOLUME 477468.228 3755706.124 501.00  
LOCATION L0000416 VOLUME 477468.170 3755692.124 501.00  
LOCATION L0000417 VOLUME 477468.112 3755678.125 500.72  
LOCATION L0000418 VOLUME 477468.055 3755664.125 500.25  
LOCATION L0000419 VOLUME 477467.997 3755650.125 500.00  
LOCATION L0000420 VOLUME 477467.939 3755636.125 500.00

\*\* End of LINE VOLUME Source ID = SLINE4

\*\* Source Parameters \*\*

\*\* LINE VOLUME Source ID = SLINE1

|                   |             |      |      |      |
|-------------------|-------------|------|------|------|
| SRCPARAM L0000160 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000161 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000162 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000163 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000164 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000165 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000166 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000167 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000168 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000169 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000170 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000171 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000172 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000173 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000174 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000175 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000176 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000177 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000178 | 0.000001434 | 3.49 | 3.53 | 3.25 |

\*\* -----

\*\* LINE VOLUME Source ID = SLINE2

|                   |              |      |      |      |
|-------------------|--------------|------|------|------|
| SRCPARAM L0000227 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000228 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000229 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000230 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000231 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000232 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000233 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000234 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000235 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000236 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000237 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM L0000238 | 0.0000001317 | 3.49 | 3.53 | 3.25 |



|          |          |              |      |      |      |
|----------|----------|--------------|------|------|------|
| SRCPARAM | L0000350 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000351 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000352 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000353 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000354 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000355 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000356 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000357 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000358 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000359 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000360 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000361 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000362 | 0.0000000101 | 3.49 | 6.51 | 3.25 |

\*\* -----  
 \*\* LINE VOLUME Source ID = SLINE4  

|          |          |               |      |      |      |
|----------|----------|---------------|------|------|------|
| SRCPARAM | L0000392 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000393 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000394 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000395 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000396 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000397 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000398 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000399 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000400 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000401 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000402 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000403 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000404 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000405 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000406 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000407 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000408 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000409 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000410 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000411 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000412 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000413 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000414 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000415 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000416 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000417 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000418 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000419 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000420 | 0.00000009155 | 3.49 | 6.51 | 3.25 |

\*\* -----  
 URBANSRC ALL  
 SRCGROUP ALL  
 SO FINISHED  
 \*\*  
 \*\*\*\*\*  
 \*\* AERMOD Receptor Pathway  
 \*\*\*\*\*  
 \*\*  
 \*\*  
 RE STARTING  
 INCLUDED "14397 Ops.rou"  
 RE FINISHED  
 \*\*  
 \*\*\*\*\*  
 \*\* AERMOD Meteorology Pathway  
 \*\*\*\*\*  
 \*\*  
 \*\*  
 ME STARTING  
 SURFFILE PERI\_V9\_ADJU\PERI\_v9.SFC  
 PROFFILE PERI\_V9\_ADJU\PERI\_v9.PFL  
 SURFDATA 3171 2010  
 UAIRDATA 3190 2010  
 SITEDATA 99999 2010

```
PROFBASE 442.0 METERS
ME FINISHED
**
*****
** AERMOD Output Pathway
*****
**
**
OU STARTING
** Auto-Generated Plotfiles
    PLOTFILE ANNUAL ALL "14397 Ops.AD\AN00GALL.PLT" 31
    SUMMFILE "14397 Ops.sum"
OU FINISHED
**
*****
** Project Parameters
*****
** PROJCTN  CoordinateSystemUTM
** DESCPTN  UTM: Universal Transverse Mercator
** DATUM    World Geodetic System 1984
** DTMRGN   Global Definition
** UNITS     m
** ZONE      11
** ZONEINX   0
**
```



```

**
*****
**
** AERMOD Input Produced by:
** AERMOD View Ver. 10.2.1
** Lakes Environmental Software Inc.
** Date: 12/16/2021
** File: C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno Valley Business Park\14397 Ops\14397
Ops.ADI
**
*****
**
**
*****
** AERMOD Control Pathway
*****
**
**
CO STARTING
  TITLEONE C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno Valley Business Pa
  MODELOPT DFAULT CONC
  AVERTIME ANNUAL
  URBANOPT 2189641
  POLLUTID DPM
  FLAGPOLE 0.00
  RUNORNOT RUN
  ERRORFIL "14397 Ops.err"
CO FINISHED
**
*****
** AERMOD Source Pathway
*****
**
**
SO STARTING
** Source Location **
** Source ID - Type - X Coord. - Y Coord. **
** -----
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE1
** DESCRSRC Onsite Idling
** PREFIX
** Length of Side = 7.59
** Configuration = Adjacent
** Emission Rate = 0.00002724
** Vertical Dimension = 6.99
** SZINIT = 3.25
** Nodes = 2
** 477622.396, 3756183.961, 502.69, 3.49, 3.53
** 477621.568, 3756039.898, 501.75, 3.49, 3.53
** -----
LOCATION L0000160      VOLUME  477622.374 3756180.166 502.68
LOCATION L0000161      VOLUME  477622.330 3756172.576 502.54
LOCATION L0000162      VOLUME  477622.287 3756164.986 502.40
LOCATION L0000163      VOLUME  477622.243 3756157.397 502.29
LOCATION L0000164      VOLUME  477622.199 3756149.807 502.18
LOCATION L0000165      VOLUME  477622.156 3756142.217 502.08
LOCATION L0000166      VOLUME  477622.112 3756134.627 502.00
LOCATION L0000167      VOLUME  477622.069 3756127.037 502.00
LOCATION L0000168      VOLUME  477622.025 3756119.447 502.00
LOCATION L0000169      VOLUME  477621.981 3756111.857 502.00
LOCATION L0000170      VOLUME  477621.938 3756104.267 502.00
LOCATION L0000171      VOLUME  477621.894 3756096.678 502.00
LOCATION L0000172      VOLUME  477621.850 3756089.088 502.00
LOCATION L0000173      VOLUME  477621.807 3756081.498 502.00
LOCATION L0000174      VOLUME  477621.763 3756073.908 501.97
LOCATION L0000175      VOLUME  477621.720 3756066.318 501.87
LOCATION L0000176      VOLUME  477621.676 3756058.728 501.77
LOCATION L0000177      VOLUME  477621.632 3756051.138 501.67

```

LOCATION L0000178        VOLUME    477621.589 3756043.548 501.65  
\*\* End of LINE VOLUME Source ID = SLINE1

\*\* -----  
\*\* Line Source Represented by Adjacent Volume Sources  
\*\* LINE VOLUME Source ID = SLINE2  
\*\* DESCRSRC Onsite  
\*\* PREFIX  
\*\* Length of Side = 7.59  
\*\* Configuration = Adjacent  
\*\* Emission Rate = 6.32E-06  
\*\* Vertical Dimension = 6.99  
\*\* SZINIT = 3.25  
\*\* Nodes = 6  
\*\* 477486.725, 3756035.299, 503.39, 3.49, 3.53  
\*\* 477509.496, 3756031.780, 503.33, 3.49, 3.53  
\*\* 477640.948, 3756032.608, 501.51, 3.49, 3.53  
\*\* 477639.706, 3756182.484, 503.00, 3.49, 3.53  
\*\* 477636.394, 3756234.236, 503.04, 3.49, 3.53  
\*\* 477632.461, 3756245.208, 503.71, 3.49, 3.53  
\*\* -----

|                   |        |            |             |        |
|-------------------|--------|------------|-------------|--------|
| LOCATION L0000227 | VOLUME | 477490.476 | 3756034.720 | 503.38 |
| LOCATION L0000228 | VOLUME | 477497.977 | 3756033.561 | 503.31 |
| LOCATION L0000229 | VOLUME | 477505.478 | 3756032.401 | 503.22 |
| LOCATION L0000230 | VOLUME | 477513.020 | 3756031.803 | 503.11 |
| LOCATION L0000231 | VOLUME | 477520.610 | 3756031.850 | 503.00 |
| LOCATION L0000232 | VOLUME | 477528.200 | 3756031.898 | 503.00 |
| LOCATION L0000233 | VOLUME | 477535.789 | 3756031.946 | 503.00 |
| LOCATION L0000234 | VOLUME | 477543.379 | 3756031.994 | 503.00 |
| LOCATION L0000235 | VOLUME | 477550.969 | 3756032.042 | 502.98 |
| LOCATION L0000236 | VOLUME | 477558.559 | 3756032.089 | 502.85 |
| LOCATION L0000237 | VOLUME | 477566.149 | 3756032.137 | 502.72 |
| LOCATION L0000238 | VOLUME | 477573.739 | 3756032.185 | 502.58 |
| LOCATION L0000239 | VOLUME | 477581.329 | 3756032.233 | 502.45 |
| LOCATION L0000240 | VOLUME | 477588.918 | 3756032.281 | 502.33 |
| LOCATION L0000241 | VOLUME | 477596.508 | 3756032.328 | 502.21 |
| LOCATION L0000242 | VOLUME | 477604.098 | 3756032.376 | 502.09 |
| LOCATION L0000243 | VOLUME | 477611.688 | 3756032.424 | 501.97 |
| LOCATION L0000244 | VOLUME | 477619.278 | 3756032.472 | 501.83 |
| LOCATION L0000245 | VOLUME | 477626.868 | 3756032.520 | 501.70 |
| LOCATION L0000246 | VOLUME | 477634.458 | 3756032.567 | 501.56 |
| LOCATION L0000247 | VOLUME | 477640.939 | 3756033.708 | 501.41 |
| LOCATION L0000248 | VOLUME | 477640.876 | 3756041.298 | 501.17 |
| LOCATION L0000249 | VOLUME | 477640.813 | 3756048.887 | 501.08 |
| LOCATION L0000250 | VOLUME | 477640.750 | 3756056.477 | 501.33 |
| LOCATION L0000251 | VOLUME | 477640.687 | 3756064.067 | 501.59 |
| LOCATION L0000252 | VOLUME | 477640.624 | 3756071.656 | 501.84 |
| LOCATION L0000253 | VOLUME | 477640.561 | 3756079.246 | 502.00 |
| LOCATION L0000254 | VOLUME | 477640.499 | 3756086.836 | 502.00 |
| LOCATION L0000255 | VOLUME | 477640.436 | 3756094.426 | 502.00 |
| LOCATION L0000256 | VOLUME | 477640.373 | 3756102.015 | 502.00 |
| LOCATION L0000257 | VOLUME | 477640.310 | 3756109.605 | 502.00 |
| LOCATION L0000258 | VOLUME | 477640.247 | 3756117.195 | 502.01 |
| LOCATION L0000259 | VOLUME | 477640.184 | 3756124.785 | 502.01 |
| LOCATION L0000260 | VOLUME | 477640.121 | 3756132.374 | 502.01 |
| LOCATION L0000261 | VOLUME | 477640.058 | 3756139.964 | 502.12 |
| LOCATION L0000262 | VOLUME | 477639.995 | 3756147.554 | 502.37 |
| LOCATION L0000263 | VOLUME | 477639.932 | 3756155.144 | 502.62 |
| LOCATION L0000264 | VOLUME | 477639.870 | 3756162.733 | 502.88 |
| LOCATION L0000265 | VOLUME | 477639.807 | 3756170.323 | 503.00 |
| LOCATION L0000266 | VOLUME | 477639.744 | 3756177.913 | 503.00 |
| LOCATION L0000267 | VOLUME | 477639.513 | 3756185.496 | 503.00 |
| LOCATION L0000268 | VOLUME | 477639.028 | 3756193.071 | 503.00 |
| LOCATION L0000269 | VOLUME | 477638.544 | 3756200.645 | 503.00 |
| LOCATION L0000270 | VOLUME | 477638.059 | 3756208.220 | 503.00 |
| LOCATION L0000271 | VOLUME | 477637.574 | 3756215.795 | 503.00 |
| LOCATION L0000272 | VOLUME | 477637.089 | 3756223.369 | 503.00 |
| LOCATION L0000273 | VOLUME | 477636.604 | 3756230.944 | 503.15 |
| LOCATION L0000274 | VOLUME | 477634.946 | 3756238.275 | 503.39 |

\*\* End of LINE VOLUME Source ID = SLINE2

```

** -----
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE3
** DESCRSRC Ironwood 10%
** PREFIX
** Length of Side = 14.00
** Configuration = Adjacent
** Emission Rate = 4.446E-07
** Vertical Dimension = 6.99
** SZINIT = 3.25
** Nodes = 2
** 477631.835, 3756262.504, 503.95, 3.49, 6.51
** 478249.303, 3756265.847, 510.14, 3.49, 6.51
** -----
LOCATION L0000319      VOLUME  477638.835 3756262.542 504.20
LOCATION L0000320      VOLUME  477652.835 3756262.618 504.20
LOCATION L0000321      VOLUME  477666.835 3756262.693 504.21
LOCATION L0000322      VOLUME  477680.835 3756262.769 504.50
LOCATION L0000323      VOLUME  477694.834 3756262.845 504.87
LOCATION L0000324      VOLUME  477708.834 3756262.921 505.06
LOCATION L0000325      VOLUME  477722.834 3756262.997 505.17
LOCATION L0000326      VOLUME  477736.834 3756263.073 505.22
LOCATION L0000327      VOLUME  477750.834 3756263.148 505.22
LOCATION L0000328      VOLUME  477764.833 3756263.224 505.22
LOCATION L0000329      VOLUME  477778.833 3756263.300 505.23
LOCATION L0000330      VOLUME  477792.833 3756263.376 505.31
LOCATION L0000331      VOLUME  477806.833 3756263.452 505.67
LOCATION L0000332      VOLUME  477820.833 3756263.527 506.01
LOCATION L0000333      VOLUME  477834.832 3756263.603 506.12
LOCATION L0000334      VOLUME  477848.832 3756263.679 506.23
LOCATION L0000335      VOLUME  477862.832 3756263.755 506.24
LOCATION L0000336      VOLUME  477876.832 3756263.831 506.24
LOCATION L0000337      VOLUME  477890.832 3756263.906 506.52
LOCATION L0000338      VOLUME  477904.831 3756263.982 506.88
LOCATION L0000339      VOLUME  477918.831 3756264.058 507.00
LOCATION L0000340      VOLUME  477932.831 3756264.134 507.00
LOCATION L0000341      VOLUME  477946.831 3756264.210 506.83
LOCATION L0000342      VOLUME  477960.831 3756264.285 506.48
LOCATION L0000343      VOLUME  477974.830 3756264.361 506.43
LOCATION L0000344      VOLUME  477988.830 3756264.437 506.90
LOCATION L0000345      VOLUME  478002.830 3756264.513 507.27
LOCATION L0000346      VOLUME  478016.830 3756264.589 507.27
LOCATION L0000347      VOLUME  478030.830 3756264.664 507.27
LOCATION L0000348      VOLUME  478044.829 3756264.740 507.28
LOCATION L0000349      VOLUME  478058.829 3756264.816 507.28
LOCATION L0000350      VOLUME  478072.829 3756264.892 507.59
LOCATION L0000351      VOLUME  478086.829 3756264.968 507.93
LOCATION L0000352      VOLUME  478100.829 3756265.043 508.10
LOCATION L0000353      VOLUME  478114.828 3756265.119 508.24
LOCATION L0000354      VOLUME  478128.828 3756265.195 508.50
LOCATION L0000355      VOLUME  478142.828 3756265.271 508.84
LOCATION L0000356      VOLUME  478156.828 3756265.347 509.07
LOCATION L0000357      VOLUME  478170.828 3756265.422 509.21
LOCATION L0000358      VOLUME  478184.827 3756265.498 509.47
LOCATION L0000359      VOLUME  478198.827 3756265.574 509.94
LOCATION L0000360      VOLUME  478212.827 3756265.650 510.31
LOCATION L0000361      VOLUME  478226.827 3756265.726 510.31
LOCATION L0000362      VOLUME  478240.826 3756265.801 510.34
** End of LINE VOLUME Source ID = SLINE3
** -----
** Line Source Represented by Adjacent Volume Sources
** LINE VOLUME Source ID = SLINE4
** DESCRSRC Heacock 90%
** PREFIX
** Length of Side = 14.00
** Configuration = Adjacent
** Emission Rate = 2.655E-06
** Vertical Dimension = 6.99
** SZINIT = 3.25

```

\*\* Nodes = 2  
\*\* 477469.588, 3756035.121, 503.81, 3.49, 6.51  
\*\* 477467.894, 3755625.382, 500.00, 3.49, 6.51

-----

|          |          |        |            |             |        |
|----------|----------|--------|------------|-------------|--------|
| LOCATION | L0000392 | VOLUME | 477469.559 | 3756028.122 | 503.87 |
| LOCATION | L0000393 | VOLUME | 477469.502 | 3756014.122 | 503.92 |
| LOCATION | L0000394 | VOLUME | 477469.444 | 3756000.122 | 503.45 |
| LOCATION | L0000395 | VOLUME | 477469.386 | 3755986.122 | 503.00 |
| LOCATION | L0000396 | VOLUME | 477469.328 | 3755972.122 | 503.00 |
| LOCATION | L0000397 | VOLUME | 477469.270 | 3755958.122 | 503.00 |
| LOCATION | L0000398 | VOLUME | 477469.212 | 3755944.122 | 503.00 |
| LOCATION | L0000399 | VOLUME | 477469.154 | 3755930.122 | 503.00 |
| LOCATION | L0000400 | VOLUME | 477469.096 | 3755916.123 | 502.76 |
| LOCATION | L0000401 | VOLUME | 477469.039 | 3755902.123 | 502.44 |
| LOCATION | L0000402 | VOLUME | 477468.981 | 3755888.123 | 502.22 |
| LOCATION | L0000403 | VOLUME | 477468.923 | 3755874.123 | 502.08 |
| LOCATION | L0000404 | VOLUME | 477468.865 | 3755860.123 | 502.00 |
| LOCATION | L0000405 | VOLUME | 477468.807 | 3755846.123 | 502.00 |
| LOCATION | L0000406 | VOLUME | 477468.749 | 3755832.123 | 502.00 |
| LOCATION | L0000407 | VOLUME | 477468.691 | 3755818.123 | 502.00 |
| LOCATION | L0000408 | VOLUME | 477468.633 | 3755804.123 | 501.98 |
| LOCATION | L0000409 | VOLUME | 477468.576 | 3755790.124 | 501.84 |
| LOCATION | L0000410 | VOLUME | 477468.518 | 3755776.124 | 501.70 |
| LOCATION | L0000411 | VOLUME | 477468.460 | 3755762.124 | 501.37 |
| LOCATION | L0000412 | VOLUME | 477468.402 | 3755748.124 | 501.04 |
| LOCATION | L0000413 | VOLUME | 477468.344 | 3755734.124 | 501.00 |
| LOCATION | L0000414 | VOLUME | 477468.286 | 3755720.124 | 501.00 |
| LOCATION | L0000415 | VOLUME | 477468.228 | 3755706.124 | 501.00 |
| LOCATION | L0000416 | VOLUME | 477468.170 | 3755692.124 | 501.00 |
| LOCATION | L0000417 | VOLUME | 477468.112 | 3755678.125 | 500.72 |
| LOCATION | L0000418 | VOLUME | 477468.055 | 3755664.125 | 500.25 |
| LOCATION | L0000419 | VOLUME | 477467.997 | 3755650.125 | 500.00 |
| LOCATION | L0000420 | VOLUME | 477467.939 | 3755636.125 | 500.00 |

\*\* End of LINE VOLUME Source ID = SLINE4

\*\* Source Parameters \*\*

\*\* LINE VOLUME Source ID = SLINE1

|          |          |             |      |      |      |
|----------|----------|-------------|------|------|------|
| SRCPARAM | L0000160 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000161 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000162 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000163 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000164 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000165 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000166 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000167 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000168 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000169 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000170 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000171 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000172 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000173 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000174 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000175 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000176 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000177 | 0.000001434 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000178 | 0.000001434 | 3.49 | 3.53 | 3.25 |

-----  
\*\* LINE VOLUME Source ID = SLINE2

|          |          |              |      |      |      |
|----------|----------|--------------|------|------|------|
| SRCPARAM | L0000227 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000228 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000229 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000230 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000231 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000232 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000233 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000234 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000235 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000236 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000237 | 0.0000001317 | 3.49 | 3.53 | 3.25 |
| SRCPARAM | L0000238 | 0.0000001317 | 3.49 | 3.53 | 3.25 |



|          |          |              |      |      |      |
|----------|----------|--------------|------|------|------|
| SRCPARAM | L0000350 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000351 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000352 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000353 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000354 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000355 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000356 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000357 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000358 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000359 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000360 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000361 | 0.0000000101 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000362 | 0.0000000101 | 3.49 | 6.51 | 3.25 |

\*\* -----  
 \*\* LINE VOLUME Source ID = SLINE4  

|          |          |               |      |      |      |
|----------|----------|---------------|------|------|------|
| SRCPARAM | L0000392 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000393 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000394 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000395 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000396 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000397 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000398 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000399 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000400 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000401 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000402 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000403 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000404 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000405 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000406 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000407 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000408 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000409 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000410 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000411 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000412 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000413 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000414 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000415 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000416 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000417 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000418 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000419 | 0.00000009155 | 3.49 | 6.51 | 3.25 |
| SRCPARAM | L0000420 | 0.00000009155 | 3.49 | 6.51 | 3.25 |

\*\* -----  
 URBANSRC ALL  
 SRCGROUP ALL  
 SO FINISHED  
 \*\*  
 \*\*\*\*\*  
 \*\* AERMOD Receptor Pathway  
 \*\*\*\*\*  
 \*\*  
 \*\*  
 RE STARTING  
 INCLUDED "14397 Ops.rou"  
 RE FINISHED  
 \*\*  
 \*\*\*\*\*  
 \*\* AERMOD Meteorology Pathway  
 \*\*\*\*\*  
 \*\*  
 \*\*  
 ME STARTING  
 SURFFILE PERI\_V9\_ADJU\PERI\_v9.SFC  
 PROFFILE PERI\_V9\_ADJU\PERI\_v9.PFL  
 SURFDATA 3171 2010  
 UAIRDATA 3190 2010  
 SITEDATA 99999 2010

PROFBASE 442.0 METERS  
ME FINISHED  
\*\*  
\*\*\*\*\*  
\*\* AERMOD Output Pathway  
\*\*\*\*\*  
\*\*  
\*\*  
OU STARTING  
\*\* Auto-Generated Plotfiles  
PLOTFILE ANNUAL ALL "14397 Ops.AD\AN00GALL.PLT" 31  
SUMMFILE "14397 Ops.sum"  
OU FINISHED

\*\*\* Message Summary For AERMOD Model Setup \*\*\*

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)  
A Total of 2 Warning Message(s)  
A Total of 0 Informational Message(s)

\*\*\*\*\* FATAL ERROR MESSAGES \*\*\*\*\*  
\*\*\* NONE \*\*\*

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*  
ME W186 415 MEOPEN: THRESH\_1MIN 1-min ASOS wind speed threshold used 0.50  
ME W187 415 MEOPEN: ADJ\_U\* Option for Stable Low Winds used in AERMET

\*\*\*\*\*  
\*\*\* SETUP Finishes Successfully \*\*\*  
\*\*\*\*\*

FF \*\*\* AERMOD - VERSION 21112 \*\*\* \*\*\* C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno  
Valley Business Pa \*\*\* 12/16/21  
\*\*\* AERMET - VERSION 16216 \*\*\*  
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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* MODEL SETUP OPTIONS SUMMARY \*\*\*

-----  
-----

\*\*Model Is Setup For Calculation of Average CONCentration Values.

-- DEPOSITION LOGIC --

\*\*NO GAS DEPOSITION Data Provided.  
\*\*NO PARTICLE DEPOSITION Data Provided.  
\*\*Model Uses NO DRY DEPLETION. DRYDPLT = F  
\*\*Model Uses NO WET DEPLETION. WETDPLT = F

\*\*Model Uses URBAN Dispersion Algorithm for the SBL for 140 Source(s),  
for Total of 1 Urban Area(s):  
Urban Population = 2189641.0 ; Urban Roughness Length = 1.000 m

\*\*Model Uses Regulatory DEFAULT Options:  
1. Stack-tip Downwash.  
2. Model Accounts for ELEVated Terrain Effects.  
3. Use Calms Processing Routine.  
4. Use Missing Data Processing Routine.  
5. No Exponential Decay.  
6. Urban Roughness Length of 1.0 Meter Assumed.

\*\*Other Options Specified:

ADJ\_U\* - Use ADJ\_U\* option for SBL in AERMET  
CCVR\_Sub - Meteorological data includes CCVR substitutions  
TEMP\_Sub - Meteorological data includes TEMP substitutions

\*\*Model Accepts FLAGPOLE Receptor Heights.

\*\*The User Specified a Pollutant Type of: DPM

\*\*Model Calculates ANNUAL Averages Only

\*\*This Run Includes: 140 Source(s); 1 Source Group(s); and 54 Receptor(s)

with: 0 POINT(s), including  
0 POINTCAP(s) and 0 POINTHOR(s)  
and: 140 VOLUME source(s)  
and: 0 AREA type source(s)  
and: 0 LINE source(s)  
and: 0 RLINE/RLINEXT source(s)  
and: 0 OPENPIT source(s)  
and: 0 BUOYANT LINE source(s) with a total of 0 line(s)

\*\*Model Set To Continue RUNNING After the Setup Testing.

\*\*The AERMET Input Meteorological Data Version Date: 16216

\*\*Output Options Selected:

Model Outputs Tables of ANNUAL Averages by Receptor  
Model Outputs External File(s) of High Values for Plotting (PLOTFILE Keyword)  
Model Outputs Separate Summary File of High Ranked Values (SUMMFILE Keyword)

\*\*NOTE: The Following Flags May Appear Following CONC Values: c for Calm Hours  
m for Missing Hours  
b for Both Calm and Missing Hours

\*\*Misc. Inputs: Base Elev. for Pot. Temp. Profile (m MSL) = 442.00 ; Decay Coef. =  
0.000 ; Rot. Angle = 0.0  
Emission Units = GRAMS/SEC ; Emission Rate  
Unit Factor = 0.10000E+07  
Output Units = MICROGRAMS/M\*\*3

\*\*Approximate Storage Requirements of Model = 3.6 MB of RAM.

\*\*Input Runstream File:

aermod.inp

\*\*Output Print File:

aermod.out

\*\*Detailed Error/Message File: 14397

Ops.err

\*\*File for Summary of Results: 14397

Ops.sum

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\*\*\* AERMET - VERSION 16216 \*\*\*

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* VOLUME SOURCE DATA \*\*\*

| SOURCE      | NUMBER | EMISSION RATE | BASE     | RELEASE  | INIT.    | INIT.    |
|-------------|--------|---------------|----------|----------|----------|----------|
| SOURCE      | URBAN  | EMISSION RATE |          |          |          |          |
| ID          | PART.  | (GRAMS/SEC)   | X        | Y        | ELEV.    | HEIGHT   |
| SCALAR VARY |        |               |          |          |          |          |
| ID          | CATS.  |               | (METERS) | (METERS) | (METERS) | (METERS) |



| (METERS) | BY |             |          |           |       |      |      |      |
|----------|----|-------------|----------|-----------|-------|------|------|------|
| L0000160 | 0  | 0.14340E-05 | 477622.4 | 3756180.2 | 502.7 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000161 | 0  | 0.14340E-05 | 477622.3 | 3756172.6 | 502.5 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000162 | 0  | 0.14340E-05 | 477622.3 | 3756165.0 | 502.4 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000163 | 0  | 0.14340E-05 | 477622.2 | 3756157.4 | 502.3 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000164 | 0  | 0.14340E-05 | 477622.2 | 3756149.8 | 502.2 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000165 | 0  | 0.14340E-05 | 477622.2 | 3756142.2 | 502.1 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000166 | 0  | 0.14340E-05 | 477622.1 | 3756134.6 | 502.0 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000167 | 0  | 0.14340E-05 | 477622.1 | 3756127.0 | 502.0 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000168 | 0  | 0.14340E-05 | 477622.0 | 3756119.4 | 502.0 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000169 | 0  | 0.14340E-05 | 477622.0 | 3756111.9 | 502.0 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000170 | 0  | 0.14340E-05 | 477621.9 | 3756104.3 | 502.0 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000171 | 0  | 0.14340E-05 | 477621.9 | 3756096.7 | 502.0 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000172 | 0  | 0.14340E-05 | 477621.8 | 3756089.1 | 502.0 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000173 | 0  | 0.14340E-05 | 477621.8 | 3756081.5 | 502.0 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000174 | 0  | 0.14340E-05 | 477621.8 | 3756073.9 | 502.0 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000175 | 0  | 0.14340E-05 | 477621.7 | 3756066.3 | 501.9 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000176 | 0  | 0.14340E-05 | 477621.7 | 3756058.7 | 501.8 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000177 | 0  | 0.14340E-05 | 477621.6 | 3756051.1 | 501.7 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000178 | 0  | 0.14340E-05 | 477621.6 | 3756043.5 | 501.7 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000227 | 0  | 0.13170E-06 | 477490.5 | 3756034.7 | 503.4 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000228 | 0  | 0.13170E-06 | 477498.0 | 3756033.6 | 503.3 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000229 | 0  | 0.13170E-06 | 477505.5 | 3756032.4 | 503.2 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000230 | 0  | 0.13170E-06 | 477513.0 | 3756031.8 | 503.1 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000231 | 0  | 0.13170E-06 | 477520.6 | 3756031.8 | 503.0 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000232 | 0  | 0.13170E-06 | 477528.2 | 3756031.9 | 503.0 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000233 | 0  | 0.13170E-06 | 477535.8 | 3756031.9 | 503.0 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000234 | 0  | 0.13170E-06 | 477543.4 | 3756032.0 | 503.0 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000235 | 0  | 0.13170E-06 | 477551.0 | 3756032.0 | 503.0 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000236 | 0  | 0.13170E-06 | 477558.6 | 3756032.1 | 502.9 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000237 | 0  | 0.13170E-06 | 477566.1 | 3756032.1 | 502.7 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000238 | 0  | 0.13170E-06 | 477573.7 | 3756032.2 | 502.6 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000239 | 0  | 0.13170E-06 | 477581.3 | 3756032.2 | 502.4 | 3.49 | 3.53 | 3.25 |
| YES      |    |             |          |           |       |      |      |      |
| L0000240 | 0  | 0.13170E-06 | 477588.9 | 3756032.3 | 502.3 | 3.49 | 3.53 | 3.25 |



| SOURCE   | NUMBER | EMISSION RATE |          | X         | Y        | BASE     | RELEASE  | INIT.    | INIT. |
|----------|--------|---------------|----------|-----------|----------|----------|----------|----------|-------|
|          | URBAN  | EMISSION RATE |          |           |          | ELEV.    | HEIGHT   | SY       | SZ    |
| SOURCE   | PART.  | (GRAMS/SEC)   |          |           |          |          |          |          |       |
| SOURCE   | SCALAR | VARY          |          |           |          |          |          |          |       |
| ID       | CATS.  |               | (METERS) | (METERS)  | (METERS) | (METERS) | (METERS) | (METERS) |       |
| (METERS) |        | BY            |          |           |          |          |          |          |       |
| L0000332 | 0      | 0.10100E-07   | 477820.8 | 3756263.5 | 506.0    | 3.49     | 6.51     | 3.25     |       |
| YES      |        |               |          |           |          |          |          |          |       |
| L0000333 | 0      | 0.10100E-07   | 477834.8 | 3756263.6 | 506.1    | 3.49     | 6.51     | 3.25     |       |

|          |   |             |          |           |       |      |      |      |
|----------|---|-------------|----------|-----------|-------|------|------|------|
| YES      |   |             |          |           |       |      |      |      |
| L0000334 | 0 | 0.10100E-07 | 477848.8 | 3756263.7 | 506.2 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000335 | 0 | 0.10100E-07 | 477862.8 | 3756263.8 | 506.2 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000336 | 0 | 0.10100E-07 | 477876.8 | 3756263.8 | 506.2 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000337 | 0 | 0.10100E-07 | 477890.8 | 3756263.9 | 506.5 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000338 | 0 | 0.10100E-07 | 477904.8 | 3756264.0 | 506.9 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000339 | 0 | 0.10100E-07 | 477918.8 | 3756264.1 | 507.0 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000340 | 0 | 0.10100E-07 | 477932.8 | 3756264.1 | 507.0 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000341 | 0 | 0.10100E-07 | 477946.8 | 3756264.2 | 506.8 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000342 | 0 | 0.10100E-07 | 477960.8 | 3756264.3 | 506.5 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000343 | 0 | 0.10100E-07 | 477974.8 | 3756264.4 | 506.4 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000344 | 0 | 0.10100E-07 | 477988.8 | 3756264.4 | 506.9 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000345 | 0 | 0.10100E-07 | 478002.8 | 3756264.5 | 507.3 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000346 | 0 | 0.10100E-07 | 478016.8 | 3756264.6 | 507.3 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000347 | 0 | 0.10100E-07 | 478030.8 | 3756264.7 | 507.3 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000348 | 0 | 0.10100E-07 | 478044.8 | 3756264.7 | 507.3 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000349 | 0 | 0.10100E-07 | 478058.8 | 3756264.8 | 507.3 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000350 | 0 | 0.10100E-07 | 478072.8 | 3756264.9 | 507.6 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000351 | 0 | 0.10100E-07 | 478086.8 | 3756265.0 | 507.9 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000352 | 0 | 0.10100E-07 | 478100.8 | 3756265.0 | 508.1 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000353 | 0 | 0.10100E-07 | 478114.8 | 3756265.1 | 508.2 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000354 | 0 | 0.10100E-07 | 478128.8 | 3756265.2 | 508.5 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000355 | 0 | 0.10100E-07 | 478142.8 | 3756265.3 | 508.8 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000356 | 0 | 0.10100E-07 | 478156.8 | 3756265.3 | 509.1 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000357 | 0 | 0.10100E-07 | 478170.8 | 3756265.4 | 509.2 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000358 | 0 | 0.10100E-07 | 478184.8 | 3756265.5 | 509.5 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000359 | 0 | 0.10100E-07 | 478198.8 | 3756265.6 | 509.9 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000360 | 0 | 0.10100E-07 | 478212.8 | 3756265.6 | 510.3 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000361 | 0 | 0.10100E-07 | 478226.8 | 3756265.7 | 510.3 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000362 | 0 | 0.10100E-07 | 478240.8 | 3756265.8 | 510.3 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000392 | 0 | 0.91550E-07 | 477469.6 | 3756028.1 | 503.9 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000393 | 0 | 0.91550E-07 | 477469.5 | 3756014.1 | 503.9 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000394 | 0 | 0.91550E-07 | 477469.4 | 3756000.1 | 503.4 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000395 | 0 | 0.91550E-07 | 477469.4 | 3755986.1 | 503.0 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |
| L0000396 | 0 | 0.91550E-07 | 477469.3 | 3755972.1 | 503.0 | 3.49 | 6.51 | 3.25 |
| YES      |   |             |          |           |       |      |      |      |

L0000397 0 0.91550E-07 477469.3 3755958.1 503.0 3.49 6.51 3.25  
YES  
L0000398 0 0.91550E-07 477469.2 3755944.1 503.0 3.49 6.51 3.25  
YES  
L0000399 0 0.91550E-07 477469.2 3755930.1 503.0 3.49 6.51 3.25  
YES  
L0000400 0 0.91550E-07 477469.1 3755916.1 502.8 3.49 6.51 3.25  
YES  
\*\*\* AERMOD - VERSION 21112 \*\*\* C:\Users\Michael Tirohn\Desktop\HRAs\14397 Moreno  
Valley Business Pa \*\*\* 12/16/21  
\*\*\* AERMET - VERSION 16216 \*\*\*  
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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* VOLUME SOURCE DATA \*\*\*

| SOURCE   |  | NUMBER | EMISSION    | RATE     |           |          | BASE     | RELEASE  | INIT.    | INIT. |
|----------|--|--------|-------------|----------|-----------|----------|----------|----------|----------|-------|
| SOURCE   |  | PART.  | EMISSION    | RATE     |           |          | ELEV.    | HEIGHT   | SY       | SZ    |
| ID       |  | SCALAR | VARY        |          | X         | Y        | ELEV.    | HEIGHT   | SY       | SZ    |
| (METERS) |  | CATS.  |             | BY       | (METERS)  | (METERS) | (METERS) | (METERS) | (METERS) |       |
| -----    |  |        |             |          |           |          |          |          |          |       |
| L0000401 |  | 0      | 0.91550E-07 | 477469.0 | 3755902.1 | 502.4    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000402 |  | 0      | 0.91550E-07 | 477469.0 | 3755888.1 | 502.2    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000403 |  | 0      | 0.91550E-07 | 477468.9 | 3755874.1 | 502.1    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000404 |  | 0      | 0.91550E-07 | 477468.9 | 3755860.1 | 502.0    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000405 |  | 0      | 0.91550E-07 | 477468.8 | 3755846.1 | 502.0    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000406 |  | 0      | 0.91550E-07 | 477468.7 | 3755832.1 | 502.0    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000407 |  | 0      | 0.91550E-07 | 477468.7 | 3755818.1 | 502.0    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000408 |  | 0      | 0.91550E-07 | 477468.6 | 3755804.1 | 502.0    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000409 |  | 0      | 0.91550E-07 | 477468.6 | 3755790.1 | 501.8    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000410 |  | 0      | 0.91550E-07 | 477468.5 | 3755776.1 | 501.7    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000411 |  | 0      | 0.91550E-07 | 477468.5 | 3755762.1 | 501.4    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000412 |  | 0      | 0.91550E-07 | 477468.4 | 3755748.1 | 501.0    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000413 |  | 0      | 0.91550E-07 | 477468.3 | 3755734.1 | 501.0    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000414 |  | 0      | 0.91550E-07 | 477468.3 | 3755720.1 | 501.0    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000415 |  | 0      | 0.91550E-07 | 477468.2 | 3755706.1 | 501.0    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000416 |  | 0      | 0.91550E-07 | 477468.2 | 3755692.1 | 501.0    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000417 |  | 0      | 0.91550E-07 | 477468.1 | 3755678.1 | 500.7    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000418 |  | 0      | 0.91550E-07 | 477468.1 | 3755664.1 | 500.2    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000419 |  | 0      | 0.91550E-07 | 477468.0 | 3755650.1 | 500.0    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |
| L0000420 |  | 0      | 0.91550E-07 | 477467.9 | 3755636.1 | 500.0    | 3.49     | 6.51     | 3.25     |       |
| YES      |  |        |             |          |           |          |          |          |          |       |

PAGE 6

\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* SOURCE IDs DEFINING SOURCE GROUPS \*\*\*

SRCGROUP ID  
-----

SOURCE IDs  
-----

|            |            |            |            |            |            |            |
|------------|------------|------------|------------|------------|------------|------------|
| ALL        | L0000160   | , L0000161 | , L0000162 | , L0000163 | , L0000164 | , L0000165 |
| , L0000166 | , L0000167 | ,          |            |            |            |            |
|            | L0000168   | , L0000169 | , L0000170 | , L0000171 | , L0000172 | , L0000173 |
|            | , L0000174 | , L0000175 | ,          |            |            |            |
|            | L0000176   | , L0000177 | , L0000178 | , L0000227 | , L0000228 | , L0000229 |
|            | , L0000230 | , L0000231 | ,          |            |            |            |
|            | L0000232   | , L0000233 | , L0000234 | , L0000235 | , L0000236 | , L0000237 |
|            | , L0000238 | , L0000239 | ,          |            |            |            |
|            | L0000240   | , L0000241 | , L0000242 | , L0000243 | , L0000244 | , L0000245 |
|            | , L0000246 | , L0000247 | ,          |            |            |            |
|            | L0000248   | , L0000249 | , L0000250 | , L0000251 | , L0000252 | , L0000253 |
|            | , L0000254 | , L0000255 | ,          |            |            |            |
|            | L0000256   | , L0000257 | , L0000258 | , L0000259 | , L0000260 | , L0000261 |
|            | , L0000262 | , L0000263 | ,          |            |            |            |
|            | L0000264   | , L0000265 | , L0000266 | , L0000267 | , L0000268 | , L0000269 |
|            | , L0000270 | , L0000271 | ,          |            |            |            |
|            | L0000272   | , L0000273 | , L0000274 | , L0000319 | , L0000320 | , L0000321 |
|            | , L0000322 | , L0000323 | ,          |            |            |            |
|            | L0000324   | , L0000325 | , L0000326 | , L0000327 | , L0000328 | , L0000329 |
|            | , L0000330 | , L0000331 | ,          |            |            |            |
|            | L0000332   | , L0000333 | , L0000334 | , L0000335 | , L0000336 | , L0000337 |
|            | , L0000338 | , L0000339 | ,          |            |            |            |
|            | L0000340   | , L0000341 | , L0000342 | , L0000343 | , L0000344 | , L0000345 |
|            | , L0000346 | , L0000347 | ,          |            |            |            |
|            | L0000348   | , L0000349 | , L0000350 | , L0000351 | , L0000352 | , L0000353 |
|            | , L0000354 | , L0000355 | ,          |            |            |            |
|            | L0000356   | , L0000357 | , L0000358 | , L0000359 | , L0000360 | , L0000361 |
|            | , L0000362 | , L0000392 | ,          |            |            |            |
|            | L0000393   | , L0000394 | , L0000395 | , L0000396 | , L0000397 | , L0000398 |
|            | , L0000399 | , L0000400 | ,          |            |            |            |
|            | L0000401   | , L0000402 | , L0000403 | , L0000404 | , L0000405 | , L0000406 |
|            | , L0000407 | , L0000408 | ,          |            |            |            |
|            | L0000409   | , L0000410 | , L0000411 | , L0000412 | , L0000413 | , L0000414 |
|            | , L0000415 | , L0000416 | ,          |            |            |            |
|            | L0000417   | , L0000418 | , L0000419 | , L0000420 | ,          |            |

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* SOURCE IDs DEFINED AS URBAN SOURCES \*\*\*

| URBAN ID | URBAN POP                                                                                | SOURCE IDs                                                           |
|----------|------------------------------------------------------------------------------------------|----------------------------------------------------------------------|
| -----    | -----                                                                                    | -----                                                                |
| L0000167 | 2189641.<br>L0000165                                                                     | L0000160 , L0000161 , L0000162 , L0000163 , L0000164 ,<br>L0000166 , |
|          | L0000168 , L0000169 , L0000170 , L0000171 , L0000172 , L0000173<br>L0000174 , L0000175 , |                                                                      |
|          | L0000176 , L0000177 , L0000178 , L0000227 , L0000228 , L0000229<br>L0000230 , L0000231 , |                                                                      |
|          | L0000232 , L0000233 , L0000234 , L0000235 , L0000236 , L0000237<br>L0000238 , L0000239 , |                                                                      |
|          | L0000240 , L0000241 , L0000242 , L0000243 , L0000244 , L0000245<br>L0000246 , L0000247 , |                                                                      |
|          | L0000248 , L0000249 , L0000250 , L0000251 , L0000252 , L0000253<br>L0000254 , L0000255 , |                                                                      |
|          | L0000256 , L0000257 , L0000258 , L0000259 , L0000260 , L0000261<br>L0000262 , L0000263 , |                                                                      |
|          | L0000264 , L0000265 , L0000266 , L0000267 , L0000268 , L0000269<br>L0000270 , L0000271 , |                                                                      |
|          | L0000272 , L0000273 , L0000274 , L0000319 , L0000320 , L0000321<br>L0000322 , L0000323 , |                                                                      |
|          | L0000324 , L0000325 , L0000326 , L0000327 , L0000328 , L0000329<br>L0000330 , L0000331 , |                                                                      |
|          | L0000332 , L0000333 , L0000334 , L0000335 , L0000336 , L0000337<br>L0000338 , L0000339 , |                                                                      |
|          | L0000340 , L0000341 , L0000342 , L0000343 , L0000344 , L0000345<br>L0000346 , L0000347 , |                                                                      |
|          | L0000348 , L0000349 , L0000350 , L0000351 , L0000352 , L0000353<br>L0000354 , L0000355 , |                                                                      |
|          | L0000356 , L0000357 , L0000358 , L0000359 , L0000360 , L0000361<br>L0000362 , L0000392 , |                                                                      |
|          | L0000393 , L0000394 , L0000395 , L0000396 , L0000397 , L0000398<br>L0000399 , L0000400 , |                                                                      |
|          | L0000401 , L0000402 , L0000403 , L0000404 , L0000405 , L0000406<br>L0000407 , L0000408 , |                                                                      |
|          | L0000409 , L0000410 , L0000411 , L0000412 , L0000413 , L0000414<br>L0000415 , L0000416 , |                                                                      |
|          | L0000417 , L0000418 , L0000419 , L0000420 ,                                              |                                                                      |

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\*\*\* AERMET - VERSION 16216 \*\*\*

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* DISCRETE CARTESIAN RECEPTORS \*\*\*  
(X-COORD, Y-COORD, ZELEV, ZHILL, ZFLAG)  
(METERS)

|                                            |             |
|--------------------------------------------|-------------|
| ( 477428.9, 3756158.8, 504.0, 939.0, 0.0); | ( 477429.6, |
| 3756137.9, 504.0, 939.0, 0.0);             |             |
| ( 477435.8, 3756113.3, 503.9, 939.0, 0.0); | ( 477450.5, |
| 3756085.6, 503.8, 939.0, 0.0);             |             |
| ( 477447.7, 3756054.8, 504.0, 939.0, 0.0); | ( 477438.1, |
| 3756009.7, 503.8, 939.0, 0.0);             |             |
| ( 477446.7, 3755992.6, 503.2, 939.0, 0.0); | ( 477449.8, |
| 3755976.5, 503.0, 939.0, 0.0);             |             |
| ( 477447.4, 3755961.1, 503.0, 939.0, 0.0); | ( 477425.5, |
| 3755942.3, 503.0, 939.0, 0.0);             |             |
| ( 477413.5, 3755920.1, 502.9, 939.0, 0.0); | ( 477427.2, |
| 3755899.5, 502.2, 939.0, 0.0);             |             |
| ( 477508.6, 3756013.8, 503.3, 939.0, 0.0); | ( 477609.1, |
| 3756012.4, 502.2, 939.0, 0.0);             |             |
| ( 477710.4, 3756013.4, 500.9, 939.0, 0.0); | ( 477674.8, |
| 3756041.1, 501.1, 939.0, 0.0);             |             |
| ( 477675.5, 3756071.2, 501.9, 939.0, 0.0); | ( 477675.5, |
| 3756108.8, 502.2, 939.0, 0.0);             |             |
| ( 477691.9, 3756162.5, 503.0, 939.0, 0.0); | ( 477691.9, |
| 3756200.5, 503.8, 939.0, 0.0);             |             |
| ( 477692.2, 3756241.5, 504.4, 939.0, 0.0); | ( 477879.0, |
| 3756240.1, 506.0, 939.0, 0.0);             |             |
| ( 477960.3, 3756240.1, 506.1, 939.0, 0.0); | ( 477765.8, |
| 3756240.5, 505.0, 939.0, 0.0);             |             |
| ( 477832.1, 3756240.5, 506.0, 939.0, 0.0); | ( 478076.3, |
| 3756245.3, 507.3, 930.0, 0.0);             |             |
| ( 478126.2, 3756244.9, 508.1, 930.0, 0.0); | ( 478164.5, |
| 3756247.3, 508.8, 904.0, 0.0);             |             |
| ( 478190.8, 3756286.7, 510.4, 904.0, 0.0); | ( 477645.4, |
| 3756289.4, 505.0, 939.0, 0.0);             |             |
| ( 477626.2, 3756295.6, 504.7, 939.0, 0.0); | ( 477607.1, |
| 3756291.8, 504.2, 939.0, 0.0);             |             |
| ( 478215.2, 3756246.0, 509.7, 904.0, 0.0); | ( 478247.0, |
| 3756247.0, 509.9, 904.0, 0.0);             |             |
| ( 477404.7, 3756224.8, 504.7, 939.0, 0.0); | ( 477404.0, |
| 3756190.6, 504.9, 939.0, 0.0);             |             |
| ( 477565.1, 3756284.3, 503.9, 939.0, 0.0); | ( 477666.3, |
| 3756286.7, 505.0, 939.0, 0.0);             |             |
| ( 477694.7, 3756286.3, 505.0, 939.0, 0.0); | ( 477715.2, |
| 3756288.0, 505.5, 939.0, 0.0);             |             |
| ( 477737.4, 3756283.6, 505.9, 939.0, 0.0); | ( 477778.5, |
| 3756283.3, 505.9, 939.0, 0.0);             |             |
| ( 477901.2, 3756286.3, 507.0, 939.0, 0.0); | ( 477950.5, |
| 3756287.4, 507.0, 939.0, 0.0);             |             |
| ( 477980.2, 3756288.7, 507.4, 939.0, 0.0); | ( 477449.8, |
| 3755883.1, 502.0, 939.0, 0.0);             |             |
| ( 477498.0, 3755795.6, 501.7, 939.0, 0.0); | ( 477438.9, |
| 3755801.7, 502.0, 939.0, 0.0);             |             |
| ( 477492.6, 3755737.4, 501.0, 939.0, 0.0); | ( 478028.1, |
| 3756287.4, 508.0, 939.0, 0.0);             |             |
| ( 478053.1, 3756289.8, 508.1, 939.0, 0.0); | ( 478094.5, |
| 3756288.7, 508.2, 930.0, 0.0);             |             |
| ( 478127.0, 3756289.8, 509.0, 930.0, 0.0); | ( 478207.4, |
| 3756286.4, 510.9, 904.0, 0.0);             |             |

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\*\*\* AERMET - VERSION 16216 \*\*\*

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*



[illegible]

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*** UPPER BOUND OF FIRST THROUGH FIFTH WIND SPEED CATEGORIES
***
(METERS/SEC)

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\*\*\* UP TO THE FIRST 24 HOURS OF METEOROLOGICAL DATA \*\*\*

|                      |         |                        |      |
|----------------------|---------|------------------------|------|
| Surface station no.: | 3171    | Upper air station no.: | 3190 |
| Name:                | UNKNOWN | Name:                  |      |
|                      | UNKNOWN |                        |      |
| Year:                | 2010    | Year:                  | 2010 |

[illegible]

|      |    |    |     |       |       |       |        |        |       |      |       |      |      |      |      |
|------|----|----|-----|-------|-------|-------|--------|--------|-------|------|-------|------|------|------|------|
| 10   | 01 | 01 | 1   | 05    | -3.9  | 0.088 | -9.000 | -9.000 | -999. | 62.  | 15.0  | 0.19 | 0.61 | 1.00 | 0.90 |
| 205. |    |    | 9.1 | 278.1 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 06    | -1.3  | 0.065 | -9.000 | -9.000 | -999. | 39.  | 18.3  | 0.19 | 0.61 | 1.00 |      |
| 0.40 |    |    | 3.  | 9.1   | 277.0 | 5.5   |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 07    | -8.0  | 0.125 | -9.000 | -9.000 | -999. | 106. | 21.0  | 0.19 | 0.61 | 1.00 | 1.30 |
| 99.  |    |    | 9.1 | 277.0 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 08    | -3.3  | 0.086 | -9.000 | -9.000 | -999. | 61.  | 16.8  | 0.19 | 0.61 | 0.54 | 0.90 |
| 319. |    |    | 9.1 | 278.8 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 09    | 20.1  | 0.128 | 0.307  | 0.010  | 49.   | 110. | -9.0  | 0.19 | 0.61 | 0.33 | 0.90 |
| 239. |    |    | 9.1 | 284.2 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 10    | 56.7  | 0.087 | 0.560  | 0.010  | 107.  | 62.  | -1.0  | 0.19 | 0.61 | 0.26 | 0.40 |
| 188. |    |    | 9.1 | 289.2 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 11    | 81.5  | 0.323 | 0.867  | 0.008  | 277.  | 441. | -35.9 | 0.19 | 0.61 | 0.23 | 2.70 |
| 310. |    |    | 9.1 | 290.9 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 12    | 97.1  | 0.281 | 1.058  | 0.008  | 421.  | 357. | -19.7 | 0.19 | 0.61 | 0.22 | 2.20 |
| 357. |    |    | 9.1 | 293.1 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 13    | 92.2  | 0.279 | 1.117  | 0.008  | 523.  | 354. | -20.4 | 0.19 | 0.61 | 0.22 | 2.20 |
| 356. |    |    | 9.1 | 293.8 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 14    | 77.6  | 0.275 | 1.102  | 0.008  | 595.  | 347. | -23.2 | 0.19 | 0.61 | 0.23 | 2.20 |
| 50.  |    |    | 9.1 | 294.2 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 15    | 54.9  | 0.230 | 1.006  | 0.008  | 640.  | 266. | -19.2 | 0.19 | 0.61 | 0.27 | 1.80 |
| 53.  |    |    | 9.1 | 293.8 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 16    | 12.3  | 0.206 | 0.613  | 0.008  | 648.  | 225. | -61.5 | 0.19 | 0.61 | 0.36 | 1.80 |
| 11.  |    |    | 9.1 | 292.5 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 17    | -3.6  | 0.087 | -9.000 | -9.000 | -999. | 71.  | 15.6  | 0.19 | 0.61 | 0.64 | 0.90 |
| 351. |    |    | 9.1 | 290.4 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 18    | -3.8  | 0.087 | -9.000 | -9.000 | -999. | 62.  | 15.2  | 0.19 | 0.61 | 1.00 | 0.90 |
| 186. |    |    | 9.1 | 287.5 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 19    | -3.8  | 0.087 | -9.000 | -9.000 | -999. | 62.  | 15.2  | 0.19 | 0.61 | 1.00 | 0.90 |
| 275. |    |    | 9.1 | 285.9 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 20    | -1.2  | 0.064 | -9.000 | -9.000 | -999. | 39.  | 18.1  | 0.19 | 0.61 | 1.00 | 0.40 |
| 181. |    |    | 9.1 | 285.4 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 21    | -7.8  | 0.125 | -9.000 | -9.000 | -999. | 106. | 21.3  | 0.19 | 0.61 | 1.00 | 1.30 |
| 318. |    |    | 9.1 | 284.9 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 22    | -3.8  | 0.088 | -9.000 | -9.000 | -999. | 62.  | 15.1  | 0.19 | 0.61 | 1.00 | 0.90 |
| 196. |    |    | 9.1 | 283.1 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 23    | -3.8  | 0.088 | -9.000 | -9.000 | -999. | 62.  | 15.1  | 0.19 | 0.61 | 1.00 | 0.90 |
| 330. |    |    | 9.1 | 281.4 | 5.5   |       |        |        |       |      |       |      |      |      |      |
| 10   | 01 | 01 | 1   | 24    | -7.9  | 0.125 | -9.000 | -9.000 | -999. | 106. | 21.2  | 0.19 | 0.61 | 1.00 | 1.30 |
| 332. |    |    | 9.1 | 280.9 | 5.5   |       |        |        |       |      |       |      |      |      |      |

First hour of profile data

| YR | MO | DY | HR | HEIGHT | F | WDIR  | WSPD   | AMB    | TMP  | sigmaA | sigmaW | sigmaV |
|----|----|----|----|--------|---|-------|--------|--------|------|--------|--------|--------|
| 10 | 01 | 01 | 01 | 5.5    | 0 | -999. | -99.00 | 282.6  | 99.0 | -99.00 | -99.00 | -99.00 |
| 10 | 01 | 01 | 01 | 9.1    | 1 | 335.  | 1.30   | -999.0 | 99.0 | -99.00 | -99.00 | -99.00 |

F indicates top of profile (=1) or below (=0)

```

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* THE ANNUAL AVERAGE CONCENTRATION VALUES AVERAGED OVER 5 YEARS FOR  
SOURCE GROUP: ALL \*\*\*

| INCLUDING SOURCE(S): |            | L0000160   |            | L0000161   |            |
|----------------------|------------|------------|------------|------------|------------|
| L0000162             | , L0000163 | , L0000164 | , L0000165 | , L0000166 | , L0000167 |
| L0000168             | , L0000169 | , L0000170 | , L0000171 | , L0000172 | , L0000173 |
| L0000174             | , L0000175 | , L0000176 | , L0000177 | , L0000178 | , L0000179 |
| L0000180             | , L0000181 | , L0000182 | , L0000183 | , L0000184 | , L0000185 |
| L0000186             | , L0000187 | , L0000188 | , L0000189 | , L0000190 | , L0000191 |
| L0000192             | , L0000193 | , L0000194 | , L0000195 | , L0000196 | , L0000197 |
| L0000198             | , L0000199 | , L0000200 | , L0000201 | , L0000202 | , L0000203 |
| L0000204             | , L0000205 | , L0000206 | , L0000207 | , L0000208 | , L0000209 |
| L0000210             | , L0000211 | , L0000212 | , L0000213 | , L0000214 | , L0000215 |
| L0000216             | , L0000217 | , L0000218 | , L0000219 | , L0000220 | , L0000221 |
| L0000222             | , L0000223 | , L0000224 | , L0000225 | , L0000226 | , L0000227 |
| L0000228             | , L0000229 | , L0000230 | , L0000231 | , L0000232 | , L0000233 |
| L0000234             | , L0000235 | , L0000236 | , L0000237 | , L0000238 | , L0000239 |
| L0000240             | , L0000241 | , L0000242 | , L0000243 | , L0000244 | , L0000245 |
| L0000246             | , L0000247 | , L0000248 | , L0000249 | , L0000250 | , L0000251 |
| L0000252             | , L0000253 | , L0000254 | , L0000255 | , L0000256 | , L0000257 |
| L0000258             | , L0000259 | , L0000260 | , L0000261 | , L0000262 | , L0000263 |
| L0000264             | , L0000265 | , L0000266 | , L0000267 | , L0000268 | , L0000269 |
| L0000270             | , L0000271 | , L0000272 | , L0000273 | , L0000274 | , L0000275 |
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| L0000354             | , L0000355 | , L0000356 | , L0000357 | , L0000358 | , L0000359 |
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| L0000474             | , L0000475 | , L0000476 | , L0000477 | , L0000478 | , L0000479 |
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| L0000498             | , L0000499 | , L0000500 | , L0000501 | , L0000502 | , L0000503 |
| L0000504             | , L0000505 | , L0000506 | , L0000507 | , L0000508 | , L0000509 |
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| L0000534             | , L0000535 | , L0000536 | , L0000537 | , L0000538 | , L0000539 |
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| L0000546             | , L0000547 | , L0000548 | , L0000549 | , L0000550 | , L0000551 |
| L0000552             | , L0000553 | , L0000554 | , L0000555 | , L0000556 | , L0000557 |
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| L0000570             | , L0000571 | , L0000572 | , L0000573 | , L0000574 | , L0000575 |
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| L0000582             | , L0000583 | , L0000584 | , L0000585 | , L0000586 | , L0000587 |
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| L0000594             | , L0000595 | , L0000596 | , L0000597 | , L0000598 | , L0000599 |
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| L0000606             | , L0000607 | , L0000608 | , L0000609 | , L0000610 | , L0000611 |
| L0000612             | , L0000613 | , L0000614 | , L0000615 | , L0000616 | , L0000617 |
| L0000618             | , L0000619 | , L0000620 | , L0000621 | , L0000622 | , L0000623 |
| L0000624             |            |            |            |            |            |

\*\* CONC OF DPM  
MICROGRAMS/M\*\*3

IN

\*\*

| X-COORD (M)<br>(M) | Y-COORD (M)<br>CONC | CONC    | X-COORD (M) | Y-COORD |
|--------------------|---------------------|---------|-------------|---------|
| 477428.91          | 3756158.76          | 0.00084 | 477429.60   |         |
| 3756137.90         | 0.00088             |         |             |         |
| 477435.75          | 3756113.28          | 0.00098 | 477450.46   |         |
| 3756085.58         | 0.00118             |         |             |         |
| 477447.72          | 3756054.80          | 0.00125 | 477438.15   |         |
| 3756009.66         | 0.00119             |         |             |         |
| 477446.69          | 3755992.56          | 0.00135 | 477449.77   |         |
| 3755976.49         | 0.00139             |         |             |         |
| 477447.38          | 3755961.10          | 0.00127 | 477425.49   |         |
| 3755942.29         | 0.00088             |         |             |         |
| 477413.52          | 3755920.06          | 0.00073 | 477427.20   |         |
| 3755899.54         | 0.00080             |         |             |         |
| 477508.59          | 3756013.76          | 0.00277 | 477609.14   |         |
| 3756012.40         | 0.00589             |         |             |         |
| 477710.36          | 3756013.42          | 0.00215 | 477674.80   |         |
| 3756041.12         | 0.00476             |         |             |         |
| 477675.48          | 3756071.22          | 0.00573 | 477675.48   |         |
| 3756108.83         | 0.00611             |         |             |         |
| 477691.89          | 3756162.53          | 0.00353 | 477691.89   |         |
| 3756200.48         | 0.00263             |         |             |         |
| 477692.24          | 3756241.52          | 0.00176 | 477878.96   |         |
| 3756240.15         | 0.00050             |         |             |         |
| 477960.35          | 3756240.15          | 0.00036 | 477765.76   |         |
| 3756240.50         | 0.00096             |         |             |         |
| 477832.11          | 3756240.50          | 0.00063 | 478076.28   |         |
| 3756245.28         | 0.00025             |         |             |         |
| 478126.21          | 3756244.94          | 0.00022 | 478164.51   |         |
| 3756247.34         | 0.00020             |         |             |         |
| 478190.84          | 3756286.66          | 0.00017 | 477645.38   |         |
| 3756289.40         | 0.00130             |         |             |         |
| 477626.23          | 3756295.56          | 0.00122 | 477607.08   |         |
| 3756291.79         | 0.00125             |         |             |         |
| 478215.19          | 3756245.99          | 0.00017 | 478246.99   |         |
| 3756247.01         | 0.00014             |         |             |         |
| 477404.68          | 3756224.78          | 0.00059 | 477404.00   |         |
| 3756190.58         | 0.00065             |         |             |         |
| 477565.07          | 3756284.29          | 0.00115 | 477666.30   |         |
| 3756286.68         | 0.00127             |         |             |         |
| 477694.68          | 3756286.34          | 0.00111 | 477715.20   |         |
| 3756288.05         | 0.00098             |         |             |         |
| 477737.43          | 3756283.60          | 0.00090 | 477778.47   |         |
| 3756283.26         | 0.00073             |         |             |         |
| 477901.24          | 3756286.34          | 0.00041 | 477950.49   |         |
| 3756287.37         | 0.00033             |         |             |         |
| 477980.24          | 3756288.73          | 0.00030 | 477449.82   |         |
| 3755883.14         | 0.00111             |         |             |         |
| 477498.04          | 3755795.59          | 0.00084 | 477438.88   |         |
| 3755801.74         | 0.00076             |         |             |         |
| 477492.57          | 3755737.45          | 0.00081 | 478028.12   |         |
| 3756287.37         | 0.00026             |         |             |         |
| 478053.09          | 3756289.76          | 0.00024 | 478094.47   |         |
| 3756288.73         | 0.00021             |         |             |         |
| 478126.96          | 3756289.76          | 0.00020 | 478207.43   |         |
| 3756286.40         | 0.00016             |         |             |         |

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\*\* CONC OF DPM IN  
MICROGRAMS/M\*\*3 \*\*

| NETWORK  |                       |         | AVERAGE CONC | RECEPTOR (XR, YR, ZELEV, ZHILL, |             |         |  |
|----------|-----------------------|---------|--------------|---------------------------------|-------------|---------|--|
| GROUP ID | OF TYPE               | GRID-ID |              |                                 |             |         |  |
| ZFLAG)   |                       |         |              |                                 |             |         |  |
| ALL      | 1ST HIGHEST VALUE IS  |         | 0.00611 AT ( | 477675.48,                      | 3756108.83, | 502.25, |  |
| 939.00,  | 0.00) DC              |         |              |                                 |             |         |  |
|          | 2ND HIGHEST VALUE IS  |         | 0.00589 AT ( | 477609.14,                      | 3756012.40, | 502.16, |  |
| 939.00,  | 0.00) DC              |         |              |                                 |             |         |  |
|          | 3RD HIGHEST VALUE IS  |         | 0.00573 AT ( | 477675.48,                      | 3756071.22, | 501.86, |  |
| 939.00,  | 0.00) DC              |         |              |                                 |             |         |  |
|          | 4TH HIGHEST VALUE IS  |         | 0.00476 AT ( | 477674.80,                      | 3756041.12, | 501.14, |  |
| 939.00,  | 0.00) DC              |         |              |                                 |             |         |  |
|          | 5TH HIGHEST VALUE IS  |         | 0.00353 AT ( | 477691.89,                      | 3756162.53, | 503.00, |  |
| 939.00,  | 0.00) DC              |         |              |                                 |             |         |  |
|          | 6TH HIGHEST VALUE IS  |         | 0.00277 AT ( | 477508.59,                      | 3756013.76, | 503.34, |  |
| 939.00,  | 0.00) DC              |         |              |                                 |             |         |  |
|          | 7TH HIGHEST VALUE IS  |         | 0.00263 AT ( | 477691.89,                      | 3756200.48, | 503.77, |  |
| 939.00,  | 0.00) DC              |         |              |                                 |             |         |  |
|          | 8TH HIGHEST VALUE IS  |         | 0.00215 AT ( | 477710.36,                      | 3756013.42, | 500.90, |  |
| 939.00,  | 0.00) DC              |         |              |                                 |             |         |  |
|          | 9TH HIGHEST VALUE IS  |         | 0.00176 AT ( | 477692.24,                      | 3756241.52, | 504.37, |  |
| 939.00,  | 0.00) DC              |         |              |                                 |             |         |  |
|          | 10TH HIGHEST VALUE IS |         | 0.00139 AT ( | 477449.77,                      | 3755976.49, | 503.00, |  |
| 939.00,  | 0.00) DC              |         |              |                                 |             |         |  |

\*\*\* RECEPTOR TYPES: GC = GRIDCART  
GP = GRIDPOLR  
DC = DISCCART  
DP = DISCPOLR

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\*\*\* AERMET - VERSION 16216 \*\*\*

\*\*\* 16:43:08

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\*\*\* MODELOPTs: RegDFAULT CONC ELEV FLGPOL URBAN ADJ\_U\*

\*\*\* Message Summary : AERMOD Model Execution \*\*\*

----- Summary of Total Messages -----

A Total of 0 Fatal Error Message(s)  
A Total of 4 Warning Message(s)  
A Total of 2028 Informational Message(s)  
  
A Total of 43824 Hours Were Processed  
  
A Total of 978 Calm Hours Identified  
  
A Total of 1050 Missing Hours Identified ( 2.40 Percent)

\*\*\*\*\* FATAL ERROR MESSAGES \*\*\*\*\*  
\*\*\* NONE \*\*\*

\*\*\*\*\* WARNING MESSAGES \*\*\*\*\*  
ME W186 415 MEOPEN: THRESH\_1MIN 1-min ASOS wind speed threshold used 0.50

|         |       |                                                           |            |
|---------|-------|-----------------------------------------------------------|------------|
| ME W187 | 415   | MEOPEN: ADJ_U* Option for Stable Low Winds used in AERMET |            |
| MX W450 | 17521 | CHKDAT: Record Out of Sequence in Meteorological File at: | 14010101   |
| MX W450 | 17521 | CHKDAT: Record Out of Sequence in Meteorological File at: | 2 year gap |

\*\*\*\*\*  
\*\*\* AERMOD Finishes Successfully \*\*\*  
\*\*\*\*\*

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## **APPENDIX 2.4:**

### **RISK CALCULATIONS**

Table 1  
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards  
-0.25 to 0 Age Bin Exposure Scenario

| Source | Mass GLC             |                      | Weight Fraction | Contaminant        | Carcinogenic Risk                  |                           |             |         | Noncarcinogenic Hazards/ Toxicological Endpoints** |             |         |         |         |         |         |         |         |         |
|--------|----------------------|----------------------|-----------------|--------------------|------------------------------------|---------------------------|-------------|---------|----------------------------------------------------|-------------|---------|---------|---------|---------|---------|---------|---------|---------|
|        | (ug/m <sup>3</sup> ) | (mg/m <sup>3</sup> ) |                 |                    | URF                                | CPF                       | DOSE        | RISK    | REL                                                | RfD         | RESP    | CNS/PNS | CV/BL   | IMMUN   | KIDN    | GI/LV   | REPRO   | EYES    |
|        |                      |                      |                 |                    | (ug/m <sup>3</sup> ) <sup>-1</sup> | (mg/kg/day) <sup>-1</sup> | (mg/kg-day) |         | (ug/m <sup>3</sup> )                               | (mg/kg/day) |         |         |         |         |         |         |         |         |
| ( a )  | ( b )                | ( c )                | ( d )           | ( e )              | ( f )                              | ( g )                     | ( h )       | ( i )   | ( j )                                              | ( k )       | ( l )   | ( m )   | ( n )   | ( o )   | ( p )   | ( q )   | ( r )   | ( s )   |
|        | 0.00140              | 1.40E-06             | 1.00E+00        | Diesel Particulate | 3.0E-04                            | 1.1E+00                   | 4.8E-07     | 1.5E-08 | 5.0E+00                                            | 1.4E-03     | 2.8E-04 |         |         |         |         |         |         |         |
| TOTAL  |                      |                      |                 |                    |                                    |                           |             | 1.5E-08 |                                                    |             | 2.8E-04 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 |

\*\* Key to Toxicological Endpoints

RESP      Respiratory System  
CNS/PNS    Central/Peripheral Nervous System  
CV/BL      Cardiovascular/Blood System  
IMMUN      Immune System  
KIDN        Kidney  
GI/LV        Gastrointestinal System/Liver  
REPRO      Reproductive System (e.g. teratogenic and developmental effects)  
EYES        Eye irritation and/or other effects

Note:      Exposure factors used to calculate contaminant intake

|                                              |      |
|----------------------------------------------|------|
| exposure frequency (days/year)               | 350  |
| exposure duration (years)                    | 0.25 |
| inhalation rate (L/kg-day)                   | 361  |
| inhalation absorption factor                 | 1    |
| averaging time (years)                       | 70   |
| fraction of time at home                     | 0.85 |
| age sensitivity factor (age third trimester) | 10   |



Table 2  
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards  
0-2 Age Bin Exposure Scenario

| Source | Mass GLC             |                      | Weight Fraction | Contaminant        | Carcinogenic Risk                  |                           |             |         | Noncarcinogenic Hazards/ Toxicological Endpoints** |             |         |         |         |         |         |         |         |         |
|--------|----------------------|----------------------|-----------------|--------------------|------------------------------------|---------------------------|-------------|---------|----------------------------------------------------|-------------|---------|---------|---------|---------|---------|---------|---------|---------|
|        | (ug/m <sup>3</sup> ) | (mg/m <sup>3</sup> ) |                 |                    | URF                                | CPF                       | DOSE        | RISK    | REL                                                | RfD         | RESP    | CNS/PNS | CV/BL   | IMMUN   | KIDN    | GI/LV   | REPRO   | EYES    |
|        |                      |                      |                 |                    | (ug/m <sup>3</sup> ) <sup>-1</sup> | (mg/kg/day) <sup>-1</sup> | (mg/kg-day) | (i)     | (ug/m <sup>3</sup> )                               | (mg/kg/day) | (l)     | (m)     | (n)     | (o)     | (p)     | (q)     | (r)     | (s)     |
| ( a )  | ( b )                | ( c )                | ( d )           | ( e )              | ( f )                              | ( g )                     | ( h )       | ( i )   | ( j )                                              | ( k )       | ( l )   | ( m )   | ( n )   | ( o )   | ( p )   | ( q )   | ( r )   | ( s )   |
|        | 0.00140              | 1.40E-06             | 1.00E+00        | Diesel Particulate | 3.0E-04                            | 1.1E+00                   | 1.5E-06     | 3.7E-07 | 5.0E+00                                            | 1.4E-03     | 2.8E-04 |         |         |         |         |         |         |         |
| TOTAL  |                      |                      |                 |                    |                                    |                           |             | 3.7E-07 |                                                    |             | 2.8E-04 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 |

\*\* Key to Toxicological Endpoints

RESP        Respiratory System  
CNS/PNS    Central/Peripheral Nervous System  
CV/BL      Cardiovascular/Blood System  
IMMUN      Immune System  
KIDN        Kidney  
GI/LV        Gastrointestinal System/Liver  
REPRO      Reproductive System (e.g. teratogenic and developmental effects)  
EYES        Eye irritation and/or other effects

Note:        Exposure factors used to calculate contaminant intake

exposure frequency (days/year)        350  
exposure duration (years)                2  
inhalation rate (L/kg-day)                1090  
inhalation absorption factor                1  
averaging time (years)                    70  
fraction of time at home                    0.85  
age sensitivity factor (0 to 2 years old)    10

Table 3  
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards  
2-16 Age Bin Exposure Scenario

| Source | Mass GLC |          | Weight Fraction | Contaminant        | Carcinogenic Risk |         |         |         | Noncarcinogenic Hazards/ Toxicological Endpoints** |         |         |         |         |         |         |         |         |         |         |
|--------|----------|----------|-----------------|--------------------|-------------------|---------|---------|---------|----------------------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|        |          |          |                 |                    | URF               | CPF     | DOSE    | RISK    | REL                                                | RfD     | RESP    | CNS/PNS | CV/BL   | IMMUN   | KIDN    | GI/LV   | REPRO   | EYES    |         |
|        | ( a )    | ( b )    | ( c )           | ( d )              | ( e )             | ( f )   | ( g )   | ( h )   | ( i )                                              | ( j )   | ( k )   | ( l )   | ( m )   | ( n )   | ( o )   | ( p )   | ( q )   | ( r )   | ( s )   |
|        | 0.00140  | 1.40E-06 | 1.00E+00        | Diesel Particulate | 3.0E-04           | 1.1E+00 | 7.7E-07 | 3.5E-07 | 5.0E+00                                            | 1.4E-03 | 2.8E-04 |         |         |         |         |         |         |         |         |
| TOTAL  |          |          |                 |                    |                   |         |         | 3.5E-07 |                                                    |         | 2.8E-04 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 |

\*\* Key to Toxicological Endpoints

RESP            Respiratory System  
CNS/PNS       Central/Peripheral Nervous System  
CV/BL          Cardiovascular/Blood System  
IMMUN         Immune System  
KIDN           Kidney  
GI/LV           Gastrointestinal System/Liver  
REPRO         Reproductive System (e.g. teratogenic and developmental effects)  
EYES           Eye irritation and/or other effects

Note:            Exposure factors used to calculate contaminant intake

|                                             |      |
|---------------------------------------------|------|
| exposure frequency (days/year)              | 350  |
| exposure duration (years)                   | 14   |
| inhalation rate (L/kg-day)                  | 572  |
| inhalation absorption factor                | 1    |
| averaging time (years)                      | 70   |
| fraction of time at home                    | 0.72 |
| age sensitivity factor (ages 2 to 16 years) | 3    |

Table 4  
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards  
16-30 Age Bin Exposure Scenario

| Source<br><br>( a ) | Mass GLC                      |                               | Weight<br>Fraction<br><br>( d ) | Contaminant<br><br>( e ) | Carcinogenic Risk                           |                                    |                      |         | Noncarcinogenic Hazards/ Toxicological Endpoints** |                      |         |         |         |         |         |         |         |       |
|---------------------|-------------------------------|-------------------------------|---------------------------------|--------------------------|---------------------------------------------|------------------------------------|----------------------|---------|----------------------------------------------------|----------------------|---------|---------|---------|---------|---------|---------|---------|-------|
|                     | (ug/m <sup>3</sup> )<br>( b ) | (mg/m <sup>3</sup> )<br>( c ) |                                 |                          | URF                                         | CPF                                | DOSE                 | RISK    | REL                                                | RfD                  | RESP    | CNS/PNS | CV/BL   | IMMUN   | KIDN    | GI/LV   | REPRO   | EYES  |
|                     |                               |                               |                                 |                          | (ug/m <sup>3</sup> ) <sup>-1</sup><br>( f ) | (mg/kg/day) <sup>-1</sup><br>( g ) | (mg/kg-day)<br>( h ) | ( i )   | (ug/m <sup>3</sup> )<br>( j )                      | (mg/kg/day)<br>( k ) | ( l )   | ( m )   | ( n )   | ( o )   | ( p )   | ( q )   | ( r )   | ( s ) |
|                     | 0.00140                       | 1.40E-06                      | 1.00E+00                        | Diesel Particulate       | 3.0E-04                                     | 1.1E+00                            | 3.5E-07              | 5.4E-08 | 5.0E+00                                            | 1.4E-03              | 2.8E-04 |         |         |         |         |         |         |       |
| TOTAL               |                               |                               |                                 |                          |                                             |                                    |                      | 5.4E-08 |                                                    |                      | 2.8E-04 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 |       |

0.05

\*\* Key to Toxicological Endpoints

RESP      Respiratory System  
CNS/PNS    Central/Peripheral Nervous System  
CV/BL      Cardiovascular/Blood System  
IMMUN      Immune System  
KIDN        Kidney  
GI/LV        Gastrointestinal System/Liver  
REPRO      Reproductive System (e.g. teratogenic and developmental effects)  
EYES        Eye irritation and/or other effects

Note:      Exposure factors used to calculate contaminant intake

exposure frequency (days/year)      350  
exposure duration (years)                14  
inhalation rate (L/kg-day)                261  
inhalation absorption factor                1  
averaging time (years)                    70  
fraction of time at home                   0.73  
age sensitivity factor (ages 16 to 30 years old)      1

**Total Risk for All Age Bins (per million)      0.79**

**Table 5**  
**Quantification of Carcinogenic Risks and Noncarcinogenic Risks**  
**25-Year Worker Exposure Scenario**

|       | Source              | Mass GLC             |                      | Weight Fraction | Contaminant        | Carcinogenic Risk |         |         |                 | Noncarcinogenic Hazards/ Toxicological Endpoints**                      |         |         |         |       |       |      |       |       |      |
|-------|---------------------|----------------------|----------------------|-----------------|--------------------|-------------------|---------|---------|-----------------|-------------------------------------------------------------------------|---------|---------|---------|-------|-------|------|-------|-------|------|
|       |                     | (ug/m <sup>3</sup> ) | (mg/m <sup>3</sup> ) |                 |                    | URF               | CPF     | DOSE    | RISK            | REL                                                                     | RfD     | RESP    | CNS/PNS | CV/BL | IMMUN | KIDN | GI/LV | REPRO | EYES |
|       |                     | (b)                  | (c)                  |                 |                    | (f)               | (g)     | (h)     | (i)             | (j)                                                                     | (k)     | (l)     | (m)     | (n)   | (o)   | (p)  | (q)   | (r)   | (s)  |
| 1     | Diesel Particulates | 6.10E-03             | 6.10E-06             | 1.00E+00        | Diesel Particulate | 3.0E-04           | 1.1E+00 | 9.6E-07 | 3.6E-07         | 5.0E+00                                                                 | 1.4E-03 | 1.2E-03 |         |       |       |      |       |       |      |
| TOTAL |                     |                      |                      |                 |                    |                   |         |         | 3.6E-07<br>0.36 | 1.2E-03 0.0E+00 0.0E+00 0.0E+00 0.0E+00 0.0E+00 0.0E+00 0.0E+00 0.0E+00 |         |         |         |       |       |      |       |       |      |

\*\* Key to Toxicological Endpoints

Note:

Exposure factors used to calculate contaminant intake

|         |                                                                  |                                |     |
|---------|------------------------------------------------------------------|--------------------------------|-----|
| RESP    | Respiratory System                                               | exposure frequency (days/year) | 250 |
| CNS/PNS | Central/Peripheral Nervous System                                | exposure duration (years)      | 25  |
| CV/BL   | Cardiovascular/Blood System                                      | inhalation rate (L/kg-day))    | 230 |
| IMMUN   | Immune System                                                    | inhalation absorption factor   | 1   |
| KIDN    | Kidney                                                           | averaging time (years)         | 70  |
| GI/LV   | Gastrointestinal System/Liver                                    |                                |     |
| REPRO   | Reproductive System (e.g. teratogenic and developmental effects) |                                |     |
| EYES    | Eye irritation and/or other effects                              |                                |     |

Table 1  
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards  
0-2 Age Bin Exposure Scenario - Construction Activity

| Source | Mass GLC                      |                               | Weight Fraction | Contaminant        | Carcinogenic Risk                           |                                    |                      |         | Noncarcinogenic Hazards/ Toxicological Endpoints** |                      |         |         |         |         |         |         |         |       |
|--------|-------------------------------|-------------------------------|-----------------|--------------------|---------------------------------------------|------------------------------------|----------------------|---------|----------------------------------------------------|----------------------|---------|---------|---------|---------|---------|---------|---------|-------|
|        | (ug/m <sup>3</sup> )<br>( b ) | (mg/m <sup>3</sup> )<br>( c ) |                 |                    | URF                                         | CPF                                | DOSE                 | RISK    | REL                                                | RfD                  | RESP    | CNS/PNS | CV/BL   | IMMUN   | KIDN    | GI/LV   | REPRO   | EYES  |
|        |                               |                               |                 |                    | (ug/m <sup>3</sup> ) <sup>-1</sup><br>( f ) | (mg/kg/day) <sup>-1</sup><br>( g ) | (mg/kg-day)<br>( h ) | ( i )   | (ug/m <sup>3</sup> )<br>( j )                      | (mg/kg/day)<br>( k ) | ( l )   | ( m )   | ( n )   | ( o )   | ( p )   | ( q )   | ( r )   | ( s ) |
| ( a )  | 0.08570                       | 8.57E-05                      | 1.00E+00        | Diesel Particulate | 3.0E-04                                     | 1.1E+00                            | 6.7E-05              | 6.0E-06 | 5.0E+00                                            | 1.4E-03              | 1.7E-02 |         |         |         |         |         |         |       |
| TOTAL  |                               |                               |                 |                    |                                             |                                    |                      | 6.0E-06 |                                                    |                      | 1.7E-02 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 |       |

6.04

\*\* Key to Toxicological Endpoints

RESP            Respiratory System  
CNS/PNS       Central/Peripheral Nervous System  
CV/BL          Cardiovascular/Blood System  
IMMUN         Immune System  
KIDN           Kidney  
GI/LV           Gastrointestinal System/Liver  
REPRO         Reproductive System (e.g. teratogenic and developmental effects)  
EYES            Eye irritation and/or other effects

Note:            Exposure factors used to calculate contaminant intake

|                                           |      |
|-------------------------------------------|------|
| exposure frequency (days/year)            | 260  |
| exposure duration (years)                 | 0.71 |
| inhalation rate (L/kg-day)                | 1090 |
| inhalation absorption factor              | 1    |
| averaging time (years)                    | 70   |
| fraction of time at home                  | 0.85 |
| age sensitivity factor (0 to 2 years old) | 10   |

Table 3  
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards  
2-16 Age Bin Exposure Scenario

| Source | Mass GLC                      |                               | Weight Fraction | Contaminant        | Carcinogenic Risk                           |                                    |                      |         | Noncarcinogenic Hazards/ Toxicological Endpoints** |                      |         |         |         |         |         |         |         |       |
|--------|-------------------------------|-------------------------------|-----------------|--------------------|---------------------------------------------|------------------------------------|----------------------|---------|----------------------------------------------------|----------------------|---------|---------|---------|---------|---------|---------|---------|-------|
|        | (ug/m <sup>3</sup> )<br>( b ) | (mg/m <sup>3</sup> )<br>( c ) |                 |                    | URF                                         | CPF                                | DOSE                 | RISK    | REL                                                | RfD                  | RESP    | CNS/PNS | CV/BL   | IMMUN   | KIDN    | GI/LV   | REPRO   | EYES  |
|        |                               |                               |                 |                    | (ug/m <sup>3</sup> ) <sup>-1</sup><br>( f ) | (mg/kg/day) <sup>-1</sup><br>( g ) | (mg/kg-day)<br>( h ) | ( i )   | (ug/m <sup>3</sup> )<br>( j )                      | (mg/kg/day)<br>( k ) | ( l )   | ( m )   | ( n )   | ( o )   | ( p )   | ( q )   | ( r )   | ( s ) |
| ( a )  |                               |                               | ( d )           | ( e )              |                                             |                                    |                      |         |                                                    |                      |         |         |         |         |         |         |         |       |
|        | 0.00140                       | 1.40E-06                      | 1.00E+00        | Diesel Particulate | 3.0E-04                                     | 1.1E+00                            | 7.7E-07              | 3.3E-07 | 5.0E+00                                            | 1.4E-03              | 2.8E-04 |         |         |         |         |         |         |       |
| TOTAL  |                               |                               |                 |                    |                                             |                                    |                      | 3.3E-07 |                                                    |                      | 2.8E-04 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 |       |

0.33

\*\* Key to Toxicological Endpoints

RESP            Respiratory System  
CNS/PNS       Central/Peripheral Nervous System  
CV/BL          Cardiovascular/Blood System  
IMMUN         Immune System  
KIDN           Kidney  
GI/LV          Gastrointestinal System/Liver  
REPRO         Reproductive System (e.g. teratogenic and developmental effects)  
EYES           Eye irritation and/or other effects

Note:            Exposure factors used to calculate contaminant intake

|                                             |       |
|---------------------------------------------|-------|
| exposure frequency (days/year)              | 350   |
| exposure duration (years)                   | 13.23 |
| inhalation rate (L/kg-day)                  | 572   |
| inhalation absorption factor                | 1     |
| averaging time (years)                      | 70    |
| fraction of time at home                    | 0.72  |
| age sensitivity factor (ages 2 to 16 years) | 3     |

Table 4  
Quantification of Carcinogenic Risks and Noncarcinogenic Hazards  
16-30 Age Bin Exposure Scenario

| Source<br><br>( a ) | Mass GLC                      |                               | Weight<br>Fraction<br><br>( d ) | Contaminant<br><br>( e ) | Carcinogenic Risk                           |                                    |                      |         | Noncarcinogenic Hazards/ Toxicological Endpoints** |                      |         |         |         |         |         |         |         |         |         |
|---------------------|-------------------------------|-------------------------------|---------------------------------|--------------------------|---------------------------------------------|------------------------------------|----------------------|---------|----------------------------------------------------|----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|                     | (ug/m <sup>3</sup> )<br>( b ) | (mg/m <sup>3</sup> )<br>( c ) |                                 |                          | URF                                         | CPF                                | DOSE                 | RISK    | REL                                                | RfD                  | RESP    | CNS/PNS | CV/BL   | IMMUN   | KIDN    | GI/LV   | REPRO   | EYES    |         |
|                     |                               |                               |                                 |                          | (ug/m <sup>3</sup> ) <sup>-1</sup><br>( f ) | (mg/kg/day) <sup>-1</sup><br>( g ) | (mg/kg-day)<br>( h ) | ( i )   | (ug/m <sup>3</sup> )<br>( j )                      | (mg/kg/day)<br>( k ) | ( l )   | ( m )   | ( n )   | ( o )   | ( p )   | ( q )   | ( r )   | ( s )   |         |
|                     | 0.00050                       | 5.00E-07                      | 1.00E+00                        | Diesel Particulate       | 3.0E-04                                     | 1.1E+00                            | 1.3E-07              | 1.9E-08 | 5.0E+00                                            | 1.4E-03              | 1.0E-04 |         |         |         |         |         |         |         |         |
| TOTAL               |                               |                               |                                 |                          | 1.9E-08                                     |                                    |                      |         | 1.0E-04                                            |                      |         |         | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 |

0.02

\*\* Key to Toxicological Endpoints

RESP Respiratory System  
CNS/PNS Central/Peripheral Nervous System  
CV/BL Cardiovascular/Blood System  
IMMUN Immune System  
KIDN Kidney  
GI/LV Gastrointestinal System/Liver  
REPRO Reproductive System (e.g. teratogenic and developmental effects)  
EYES Eye irritation and/or other effects

Note: Exposure factors used to calculate contaminant intake

exposure frequency (days/year) 350  
exposure duration (years) 14  
inhalation rate (L/kg-day) 261  
inhalation absorption factor 1  
averaging time (years) 70  
fraction of time at home 0.73  
age sensitivity factor (ages 16 to 30 years old) 1

**Total Risk for All Age Bins (per million) 6.39**

**Table 5**  
**Quantification of Carcinogenic Risks and Noncarcinogenic Risks**  
**25-Year Worker Exposure Scenario**

|       | Source              | Mass GLC             |                      | Weight Fraction | Contaminant        | Carcinogenic Risk |         |         |                 | Noncarcinogenic Hazards/ Toxicological Endpoints** |         |         |         |         |         |         |         |         |         |
|-------|---------------------|----------------------|----------------------|-----------------|--------------------|-------------------|---------|---------|-----------------|----------------------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|       |                     | (ug/m <sup>3</sup> ) | (mg/m <sup>3</sup> ) |                 |                    | URF               | CPF     | DOSE    | RISK            | REL                                                | RfD     | RESP    | CNS/PNS | CV/BL   | IMMUN   | KIDN    | GI/LV   | REPRO   | EYES    |
|       |                     | (b)                  | (c)                  |                 |                    | (f)               | (g)     | (h)     | (i)             | (j)                                                | (k)     | (l)     | (m)     | (n)     | (o)     | (p)     | (q)     | (r)     | (s)     |
| 1     | Diesel Particulates | 2.21E-01             | 2.21E-04             | 1.00E+00        | Diesel Particulate | 3.0E-04           | 1.1E+00 | 3.6E-05 | 3.9E-07         | 5.0E+00                                            | 1.4E-03 | 4.4E-02 |         |         |         |         |         |         |         |
| TOTAL |                     |                      |                      |                 |                    |                   |         |         | 3.9E-07<br>0.39 |                                                    |         | 4.4E-02 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 | 0.0E+00 |

\*\* Key to Toxicological Endpoints

Note:

Exposure factors used to calculate contaminant intake

RESP      Respiratory System  
CNS/PNS    Central/Peripheral Nervous System  
CV/BL      Cardiovascular/Blood System  
IMMUN      Immune System  
KIDN        Kidney  
GI/LV        Gastrointestinal System/Liver  
REPRO      Reproductive System (e.g. teratogenic and developmental effects)  
EYES        Eye irritation and/or other effects

exposure frequency (days/year)      260  
exposure duration (years)                0.71  
inhalation rate (L/kg-day)                230  
inhalation absorption factor                1  
averaging time (years)                      70



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