

APPENDIX B:
AIR QUALITY ASSESSMENT

Air Quality Assessment
2245 W. Valley Boulevard Project
City of Colton, California



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APPENDICES

Appendix A: Air Quality Modeling Data

LIST OF ABBREVIATED TERMS

AQMP	air quality management plan
AB	Assembly Bill
ADT	average daily traffic
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAAQS	California Ambient Air Quality Standards
CCAA	California Clean Air Act
CalEEMod	California Emissions Estimator Model
CEQA	California Environmental Quality Act
CO	carbon monoxide
cy	cubic yards
DPM	diesel particulate matter
EPA	Environmental Protection Agency
FCAA	Federal Clean Air Act
H ₂ S	hydrogen sulfide
Pb	lead
LST	localized significance threshold
µg/m ³	micrograms per cubic meter
mg/m ³	milligrams per cubic meter
NAAQS	National Ambient Air Quality Standards
NO ₂	nitrogen dioxide
NO _x	nitrogen oxide
O ₃	ozone
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
ppm	parts per million
ROG	reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SRA	source receptor area
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
sf	square foot
SO ₄₋₂	sulfates
SO ₂	sulfur dioxide
TAC	toxic air contaminant
VOC	volatile organic compound

1 INTRODUCTION

This report documents the results of an Air Quality Assessment completed for the 2245 W. Valley Boulevard Project (“Project” or “proposed Project”). The purpose of this Air Quality Assessment is to evaluate the potential construction and operational emissions associated with the Project and determine the level of impact the Project would have on the environment.

1.1 Project Location and Setting

The 2245 W. Valley Boulevard (Project) site is in the northwestern portion of the City of Colton in the southwestern portion of the County San Bernardino, California; refer to [Exhibit 1, Regional Location Map](#). The Project site is a nine net acre site (Assessor Parcel Number [APN] 0254-041-04 with I-10 and W. Valley Boulevard to the south, E. San Bernardino Avenue to the far north, S. Riverside Avenue and the City of Rialto to the west, and Wildrose Avenue to the east; refer to [Exhibit 2, Local Vicinity Map](#). The Project site is located in the Colton’s Hub City Centre Specific Plan (CHCCSP).

The Project site is predominately paved and developed with an existing industrial building. The Project site also includes segments of perimeter fencing, several mature trees, and scattered vegetation at the northern portion of the Project site. The Project site is overall flat and utilized for truck and trailer parking, storage and other transportation related activities. The following uses surround the Project site:

- North: Chuze Fitness, Vacant Land, and E San Bernardino Avenue
- South: E Valley Boulevard, Clutch Master Auto Parts Store, and I-10 Freeway
- East: Brill CSM Bakery Solutions Warehouse and Wildrose Avenue
- West: Vacant land, commercial businesses, S Riverside Avenue, and City of Rialto

1.2 Project Description

The Project proposes to develop four tilt-up concrete industrial buildings totaling approximately 149,204 square feet (SF) of warehouse space and approximately 37,301 SF of office space for an overall building area of 186,505 SF. Refer to [Exhibit 3, Conceptual Site Plan](#), which illustrates the proposed Project buildings.

The Project would include the minimal production, use, storage, transport and disposal of hazardous materials for construction and operational activities. The Project does not include cold storage. The Project is speculative in nature; the end user(s) and their hours of operation are unknown at this time. However, to be conservative, it has been assumed that each building would operate 24 hours per day/7 days per week. The Project will be subject to a condition of approval providing that there shall be no refrigerated uses on site, unless a future tenant who proposes to have such uses conducts an update of the CEQA document and any applicable studies/memorandums to amend the condition.

The Project site’s General Plan land use designation and zoning classification are as follows:

- General Plan Land Use: Colton’s Hub City Centre Specific Plan (CHCCSP); Business District Sign Overlay (BDS)
- Zoning: Colton’s Hub City Centre Specific Plan; Business District Sign Overlay (BDS)
- Specific Plan Designation: Business Park (BP)

The Project's proposed light industrial use is consistent with current land use and zoning designations and consistent with planned industrial uses within the immediate vicinity of the Project site.

Site Access

Regional access to the Project site is provided via I-10 at S. Riverside Avenue and local access to the Project site is provided via W. Valley Boulevard which is a four-lane divided roadway, trending in an east-west direction. Building 1 through Building 4 would be sited near each corner of the Project site. Immediate ingress and egress access to Buildings 1 and 4 would be provided via two 35-foot wide driveways located on the southwest and southeast corners of the Project site and one 40-foot wide driveway. Buildings 2 and 3 would be accessible via 26-foot internal drive aisles that would allow for on-site movement for workers and emergency vehicles alike.

Parking

The Project is anticipated to provide 251 vehicle parking stalls and 21 dock doors. Vehicle parking would be provided throughout the Project site. Dock doors and truck/trailer parking would be located on the east side of Buildings 1 and 3. Dock doors and truck/trailer parking would be located on the west side of Buildings 2 and 4.

Landscaping

The Project is anticipated to landscape approximately 42,638 SF of the Project site.

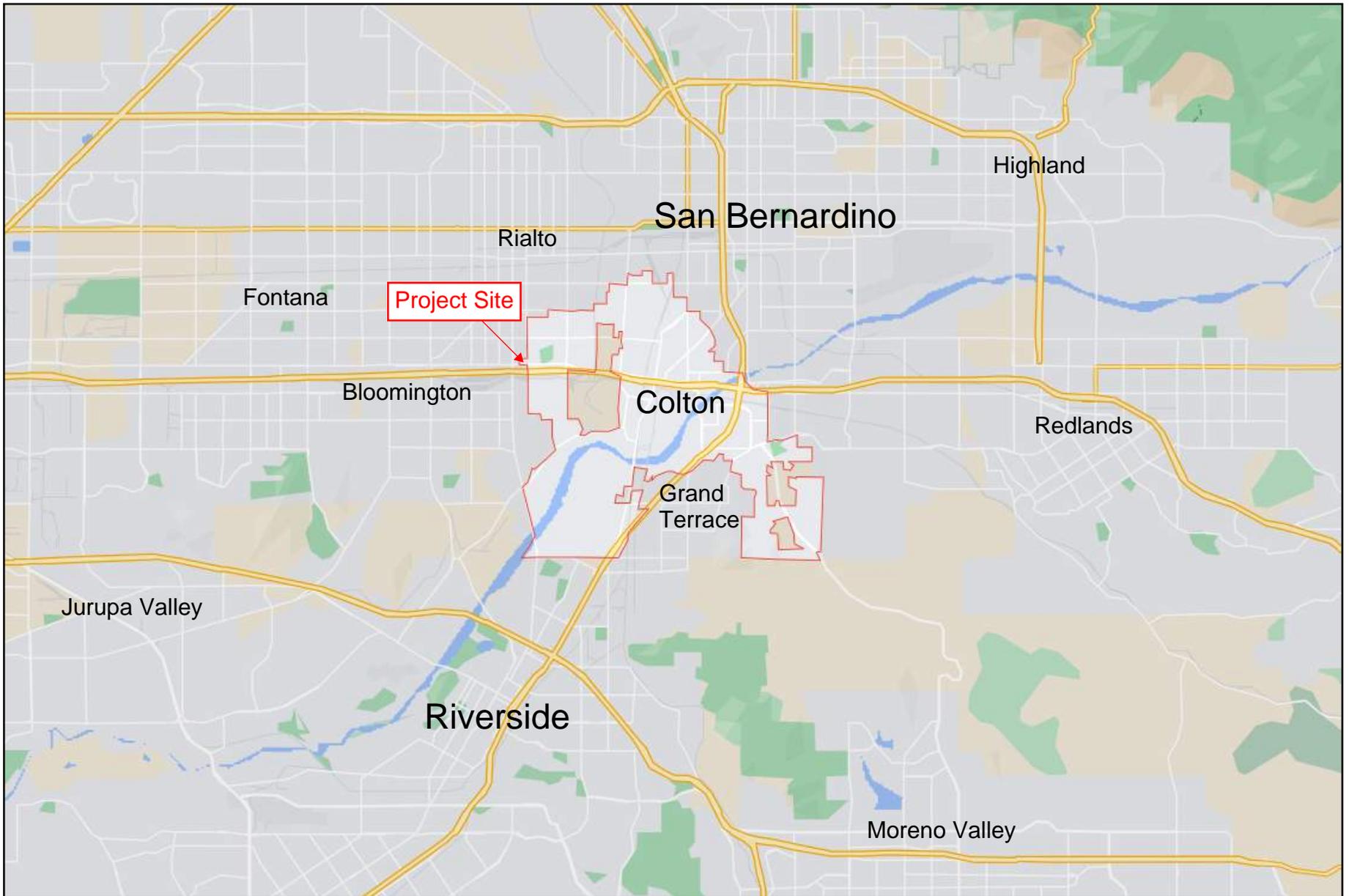
Project Construction Schedule

Construction activities are anticipated to begin in the second quarter of 2023 and are anticipated to be completed during the second quarter of 2024.

Demolition Activities

The Project site is currently developed with an existing building previously utilized for industrial usage. Prior to the approval and issuance of any demolition or building permits, the proposed demolition activities would be conducted in compliance with the City's municipal code (Colton MC) Section 15.58.040, *Construction and Demolition Recycling Requirements*, which includes construction and demolition requirements for the removal, remodeling or new construction of any structure on a site.¹

¹ City of Colton. (2022). City of Colton Municipal Code. Available at: https://library.municode.com/ca/colton/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.58RERE_15.58.040CODERERE (accessed November 15, 2022).



Source: Google Maps

Exhibit 1: Regional Location Map
City of Colton
2245 W. Valley Boulevard



Not to Scale

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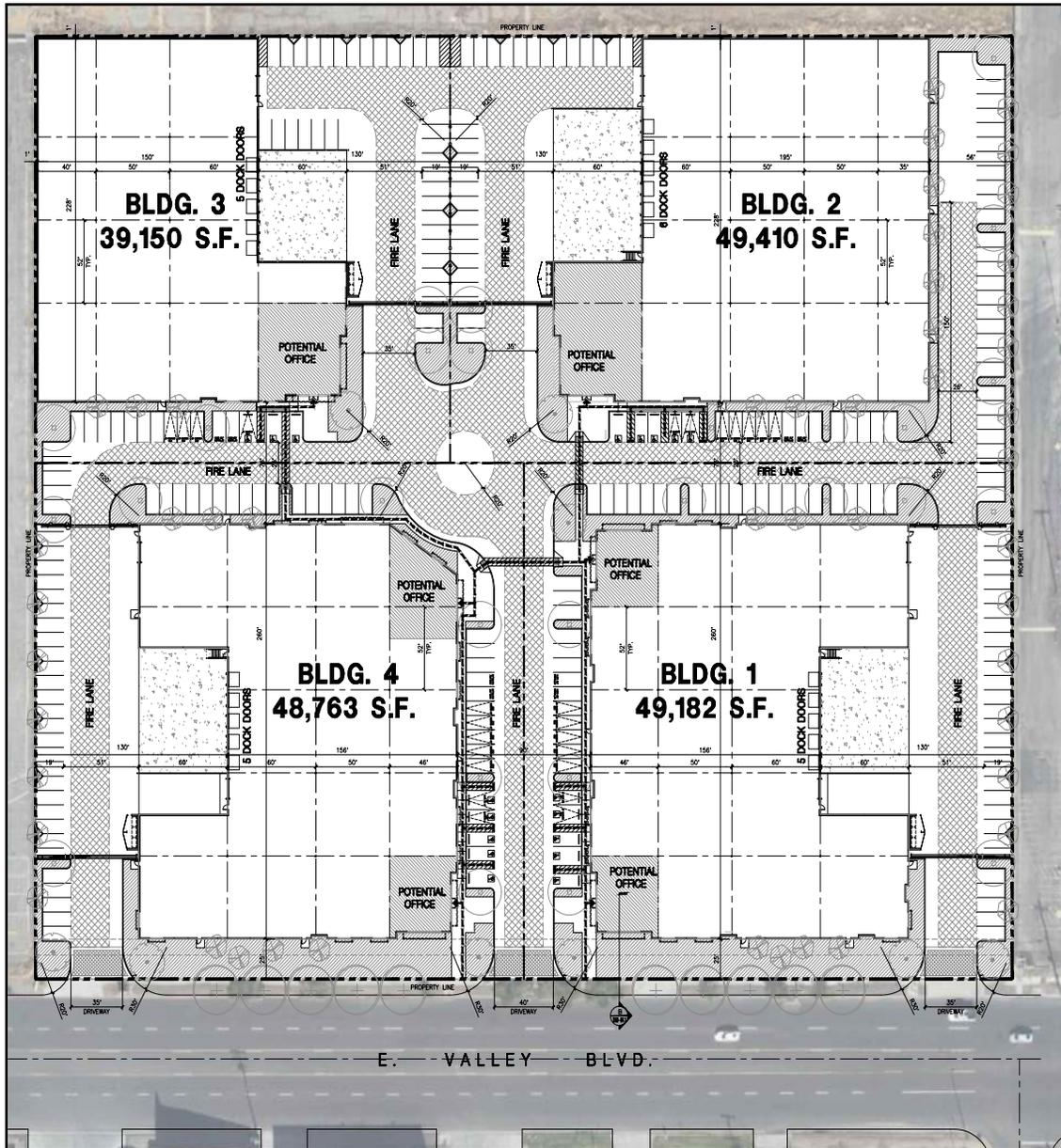
Source: Nearmap Imagery September 5, 2022

Exhibit 2: Local Vicinity Map
City of Colton
2245 W. Valley Boulevard



Not to Scale

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LEGEND

	BLDG. 1	BLDG. 2	BLDG. 3	BLDG. 4	TOTAL	
SITE AREA						
In s.f.	106,913	101,727	75,027	106,913	390,580	sf
In acres	2.5	2.3	1.7	2.5	9.0	ac
BUILDING AREA						
Office - 20% *	9,836	9,882	7,830	9,753	37,301	sf
Warehouse	39,346	39,528	31,320	39,010	149,204	sf
TOTAL	49,182	49,410	39,150	48,763	186,505	sf
<i>Note: For all uses, the max gross leasable area of a freestanding building, whether one or more users/tenant, shall not exceed 50,000 s.f.</i>						
FLOOR AREA RATIO						
Maximum Allowed			no limit			
Actual	0.460	0.486	0.522	0.456	0.478	
SITE COVERAGE						
Maximum Allowed			no limit			
Actual	46.0%	48.6%	52.2%	45.6%	47.8%	
AUTO PARKING REQUIRED						
Office: 1/250 s.f.	39	40	31	39	149	stalls
Whse: Building under 20K @ 1/1,000 s.f.	n/a	n/a	n/a	n/a	n/a	stalls
* Building over 20K @ 1/2,000 s.f.	20	20	16	20	76	stalls
* Min. 20% of gross building area shall be considered office						
TOTAL	59	60	47	59	225	stalls
AUTO PARKING PROVIDED						
Standard (9' x 19')	57	59	42	49	207	stalls
ADA Standard (9' x 19')	2	2	1	2	7	stalls
ADA Van (12' x 19')	1	1	1	1	4	stalls
EV Standard (9' x 19')	5	5	3	5	18	stalls
EV ADA Standard (9' x 19')	1	1	0	1	3	stalls
EV ADA Van (12' x 19')	1	1	1	1	4	stalls
Clean Air/Vanpool/EV (9' x 19')	2	2	2	2	8	stalls
TOTAL	69	71	50	61	251	stalls
ZONING ORDINANCE						
Zoning - Colton's Hub City Centre SP - Business Park (BP)						
MAXIMUM BUILDING HEIGHT ALLOWED						
Height - 50'						
LANDSCAPE REQUIREMENT						
Percentage - to be verified						
LANDSCAPE PROVIDED						
In s.f.	14,687	8,573	5,112	14,266	42,638	
Percentage	13.7%	8.4%	6.8%	13.3%	10.9%	
SETBACKS						
Building						Landscape
Valley Blvd. - 25'						15'
Public Rd. - 20'						15'
From RMU - 10'						5'
From Open Space - 10'						5'

Source: HPA Architecture. (2022). Master Site Plan

Exhibit 3 Conceptual Site Plan
 City of Colton
 2245 W. Valley Boulevard



Not to Scale

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2 ENVIRONMENTAL SETTING

2.1 Climate and Meteorology

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Project is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter². Air quality in this area is determined by natural factors such as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of

² South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

the base of the inversion at any given time is called the “mixing height.” The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

2.2 Air Pollutants of Concern

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by State and federal laws. These regulated air pollutants are known as “criteria air pollutants” and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_x), sulfur dioxide (SO₂), coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead are primary air pollutants. Of these, CO, NO_x, SO₂, PM₁₀, and PM_{2.5} are primary criteria pollutants. ROG and NO_x are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O₃) is formed by a chemical reaction between ROG and NO_x in the presence of sunlight. O₃ and nitrogen dioxide (NO₂) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in [Table 1: Air Contaminants and Associated Public Health Concerns](#).

Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM ₁₀ and PM _{2.5})	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O ₃)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) ¹ and nitrogen oxides (NO _x) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO ₂)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO ₂)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O ₃ . Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food,

Pollutant	Major Man-Made Sources	Human Health Effects
	products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.
Notes:		
¹ Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).		
Source: California Air Pollution Control Officers Association (CAPCOA), Health Effects, http://www.capcoa.org/health-effects/ , Accessed December 30, 2022.		

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e. chronic, carcinogenic or cancer causing) adverse human health effects (i.e. injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing ambient air quality levels, historical trends, and projections near the Project are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include O₃, PM₁₀, and PM_{2.5}. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the San Bernardino Monitoring Station (located approximately 5.7 miles to the northeast).³ Local air quality data from 2019 to 2021 are provided in [Table 2: Ambient Air Quality Data](#), which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Table 2: Ambient Air Quality Data			
Criteria Pollutant	2019	2020	2021
Ozone (O₃)¹			
1-hour Maximum Concentration (ppm)	0.127	0.162	0.142
8-hour Maximum Concentration (ppm)	0.114	0.128	0.112
<i>Number of Days Standard Exceeded</i>			
CAAQS 1-hour (>0.070 ppm)	63	89	66
NAAQS 8-hour (>0.070 ppm)	96	130	98
Carbon Monoxide (CO)¹			
1-hour Maximum Concentration (ppm)	1.29	1.907	1.966
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO₂)¹			
1-hour Maximum Concentration (ppm)	0.0593	0.0540	0.0563
<i>Number of Days Standard Exceeded</i>			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM₁₀)¹			
National 24-hour Maximum Concentration	112.7	174.8	182.4
State 24-hour Maximum Concentration	92.2	100.8	71.2
State Annual Average Concentration (CAAQS=20 µg/m ³)	30.5	—	31.7
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>150 µg/m ³)	0	1	1
CAAQS 24-hour (>50 µg/m ³)	4	8	4
Particulate Matter Less Than 2.5 Microns (PM_{2.5})¹			
National 24-hour Maximum Concentration	60.5	56.6	57.9
State 24-hour Maximum Concentration	60.5	56.6	57.9
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>35 µg/m ³)	1	2	1
Notes:			
NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m ³ = micrograms per cubic meter; — = not measured			
¹ Measurements taken at the San Bernardino Monitoring Station at 24302 E. 4th St, San Bernardino CA 92410 (CARB# 36203)			
Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/aqmis2/aqdselect.php).			

2.3 Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors that are in proximity to localized sources of toxics are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Land uses

³ California Air Resources Board. 2022. Air Monitoring Sites – Interactive Map. <https://ww2.arb.ca.gov/applications/air-monitoring-sites-interactive-map>.

surrounding the Project site consist mostly commercial and light industrial. The nearest sensitive receptor is a residential community located approximately 850 feet (259 meters) northeast of the Project site.

3 REGULATORY SETTING

3.1 Federal

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the United States Environmental Protection Agency (EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O₃, NO₂, CO, SO₂, PM₁₀, PM_{2.5}, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it would attain the NAAQS within the federally imposed deadlines.

The EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The EPA has designated enforcement of air pollution control regulations to the individual states. Applicable NAAQS are summarized in [Table 3: State and Federal Ambient Air Quality Standards](#).

3.2 State of California

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in [Table 3](#), are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting federal clean air standards for the State of California. Like the EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a State standard, and are not used as a basis for designating areas as nonattainment. The applicable State standards are summarized in [Table 3](#).

Table 3: State and Federal Ambient Air Quality Standards			
Pollutant	Averaging Time	State Standards¹	National Standards²
Ozone (O ₃) ^{2, 5, 7}	1 Hour	0.09 ppm (180 µg/m ³)	NA
	8 Hour	0.070 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³)
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)
	8 Hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)
Nitrogen Dioxide (NO ₂)	1 Hour	0.18 ppm (339 µg/m ³)	0.100 ppm (188 µg/m ³)
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)
Sulfur Dioxide (SO ₂) ⁸	1 Hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)
	24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (365 µg/m ³)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m ³)
Particulate Matter (PM ₁₀) ^{1, 3, 6}	24-Hour	50 µg/m ³	150 µg/m ³
	Annual Arithmetic Mean	20 µg/m ³	NA
Fine Particulate Matter (PM _{2.5}) ^{3, 4, 6, 9}	24-Hour	NA	35 µg/m ³
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³
Sulfates (SO ₄₋₂)	24 Hour	25 µg/m ³	NA
Lead (Pb) ^{10, 11}	30-Day Average	1.5 µg/m ³	NA
	Calendar Quarter	NA	1.5 µg/m ³
	Rolling 3-Month Average	NA	0.15 µg/m ³
Hydrogen Sulfide (H ₂ S)	1 Hour	0.03 ppm (42 µg/m ³)	NA
Vinyl Chloride (C ₂ H ₃ Cl) ¹⁰	24 Hour	0.01 ppm (26 µg/m ³)	NA

Notes:

ppm = parts per million; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter; – = no information available.

¹ California standards for O₃, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM₁₀, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e. all standards except for lead and the PM₁₀ annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.

² National standards shown are the "primary standards" designed to protect public health. National standards other than for O₃, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O₃ standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O₃ standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM₁₀ standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m³. The 24-hour PM_{2.5} standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m³.

³ Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM₁₀ is met if the 3-year average falls below the standard at every site. The annual PM_{2.5} standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard.

NAAQS are set by the EPA at levels determined to be protective of public health with an adequate margin of safety.

⁴ On October 1, 2015, the national 8-hour O₃ primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O₃ concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O₃ level in the area.

⁵ The national 1-hour O₃ standard was revoked by the EPA on June 15, 2005.

⁶ In June 2002, CARB established new annual standards for PM_{2.5} and PM₁₀.

⁷ The 8-hour California O₃ standard was approved by the CARB on April 28, 2005, and became effective on May 17, 2006.

⁸ On June 2, 2010, the EPA established a new 1-hour SO₂ standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO₂ NAAQS however must continue to be used until one year following EPA initial designations of the new 1-hour SO₂ NAAQS.

⁹ In December 2012, EPA strengthened the annual PM_{2.5} NAAQS from 15.0 to 12.0 µg/m³. In December 2014, the EPA issued final area designations for the 2012 primary annual PM_{2.5} NAAQS. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.

¹⁰ CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure below which there are no adverse health effects determined.

¹¹ National lead standards, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.

Source: South Coast Air Quality Management District, *Air Quality Management Plan, 2022*; California Air Resources Board, *Ambient Air Quality Standards, December 2022*.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The CALGreen standards are updated every three years and continue to improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

3.3 Regional

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that the CAAQS and NAAQS are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The 2022 AQMP was adopted by the SCAQMD Governing Board on December 2, 2022. The purpose of the AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour PM_{2.5} air quality standard, and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O₃ NAAQS. The AQMP incorporates the latest scientific and technological information and planning assumptions, including the *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) and updated emission inventory methodologies for various source categories.

The SCAQMD has published the *CEQA Air Quality Handbook* (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Localized Significance Thresholds [LST] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by California Environmental Quality Act (CEQA) and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the *CEQA Air Quality Handbook* and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

The State and federal attainment status designations for the SCAB are summarized in [Table 4: South Coast Air Basin Attainment Status](#). The SCAB is currently designated as a nonattainment area for O₃, PM₁₀, and PM_{2.5} CAAQS, as well as O₃ and PM_{2.5} NAAQS. The SCAB is designated as attainment or unclassified for the remaining CAAQS and NAAQS.

Pollutant	State	Federal
Ozone (O ₃) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O ₃) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter (PM _{2.5}) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter (PM _{2.5}) (Annual Standard)	Non-Attainment	Non-Attainment (Serious)
Particulate Matter (PM ₁₀) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM ₁₀) (Annual Standard)	Non-Attainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO ₂) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO ₂) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO ₂) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO ₂) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	Attainment	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	–
Sulfates (SO ₄₋₂) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H ₂ S) (1 Hour Standard)	Unclassified	–

Source: South Coast Air Quality Management District, *Air Quality Management Plan, 2022*; United States Environmental Protection Agency, *Nonattainment Areas for Criteria Pollutants (Green Book), 2022*.

The following is a list of SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or

annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.
 - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - b) All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
 - c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
- **Rule 2305 (Warehouse Indirect Source Rule)** - Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021 to reduce NO_x and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install onsite energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

3.4 Local

City of Colton General Plan

The City of Colton General Plan (Colton GP) Model Air Quality Element contains the following goals and policies pertaining to air quality:

Goal AQ 5: Reduce particulate emissions from roads, parking lots, construction site, and agricultural lands.

Policy AQ 5.1: Control Dust. Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands.

Policy AQ 5.2: Reduce Emissions from Building Materials/Methods. Reduce emissions from building materials and methods which generate excessive pollutants.

The Colton GP Land Use Element contains the following goals, policies pertaining to air quality:

Goal LU 4: Incorporate green building and other sustainable building practices into development projects.

Policy LU 4.1: Require that new development projects reflect the principles of Traditional Neighborhood Development: walkable street patterns, pedestrian amenities, access to transit, a mix of complementary uses, comfortable and accessible open spaces a range of housing types and densities, and quality design.

Policy LU 4.2: Facilitate the use of green building standards and Leadership in Energy and Environmental Design or similar programs in both private and public projects.

Policy LU 4.3: Promote sustainable building practices that go beyond the requirement of Title 24 of the California Administrative Code and encourage energy-efficient design elements.

Policy LU 4.4: Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.

Policy LU 4.5: Promote adoptive reuse of existing buildings as an alternative to new construction.

Policy LU 4.6: Require that land divisions and development projects incorporate designs and practices that respect natural site features and provide for groundwater recharge.

Goal LU 5: Reduce use of energy resources citywide, with a key goal of reducing the City's carbon footprint.

Policy LU 5.1: Require the incorporation of energy conservation features into the design of all new construction and site development, as required by State law and local regulations.

Policy LU 5.2: Provide incentives, as funding opportunities become available, for the installation of energy conservation features in existing multi-family residential and commercial developments, including technical assistance and possible low interest loans.

Policy LU 5.3: Educate the public using a variety of outreach channels regarding the need for energy conservation, techniques which can be employed, and systems which are available.

- Policy LU 5.4:** Support the ongoing efforts of the ARB to implement AB32 and SB375, and fully follow any new AB32 and SB375-related regulations.
- Policy LU 5.5:** Develop and implement GHG emissions reduction measures, including discrete, early-action GHG reducing measures that are technologically feasible and cost effective.
- Policy LU 5.6:** Require detailed air quality and climate change analyses for all applications that have the potential to adversely affect air quality and incorporate the analyses into applicable CEQA documents. Projects with the potential to generate significant levels of air pollutants and GHGs, such as manufacturing facilities and site development operations, shall be required to incorporate mitigation into their design and operation, and to utilize the most advanced technological methods feasible.
- Policy LU 5.7:** Work with SCAQMD and SCAG to implement the AQMP and Regional Transportation Plan/Sustainable Communities Strategy, with the objective of meeting federal and state air quality standards for all pollutants. To ensure that new measures can be practically enforced in the region, participate in future amendments and updates of the AQMP.

City of Colton Municipal Code

The Colton Municipal Code (CMC) contains the following policies for air quality that would apply to the Project:

§ 18.42.060–Smoke

CMC § 18.42.060 states “No operation or activity is permitted to have operations which emit excessive smoke, fumes or dust or which exceed the requirements, or levels, as specified by the SCAQMD.”

§ 18.42.070–Odors

CMC § 18.42.070 states “All activities shall be operated so as not to emit matter causing unpleasant odors which are perceptible by the average person at or beyond any lot line of the lot containing the activities.”

City of Colton Municipal Code (CMC) § 18.42.080 - Air Quality

CMC § 18.42.080 states “No operation or activity shall cause the emission of any smoke, fly ash, dust, fumes, vapors, gases or other forms of air pollution which can cause damage to health, animals, vegetation, or other forms of property, or which can cause excessive soiling on any other lot. No emission shall be permitted, which exceeds the requirements of the SCAQMD or the requirements of any air quality plan adopted by the City.”

City of Colton Climate Action Plan

The City adopted its Climate Action Plan (CAP) on November 3, 2015. The CAP presents the GHG inventories, identifies the effectiveness of California initiatives to reduce GHG emissions, and identifies local measures that were selected by the City to reduce GHG emissions under the City’s jurisdictional control to achieve the City’s identified GHG reduction target. The City participated in the San Bernardino County Regional GHG Reduction Plan (Plan) which presents the collective results of all local efforts to reduce GHG emissions consistent with Statewide GHG targets expressed in AB 32, the “Global Warming

Solutions Act of 2006,” and SB 375. The CAP builds on the regional work and refines it to provide City-specific information and to develop the local implementation plan for City-selected GHG reduction measures. The CAP identifies how the GHG reduction measures will be implemented and monitored by the City to ensure that progress is being made toward the GHG reduction target.

4 SIGNIFICANCE CRITERIA AND METHODOLOGY

4.1 Air Quality Thresholds

Based upon the criteria derived from State CEQA Guidelines Appendix G, a Project normally would have a significant effect on the environment and would require mitigation if it would meet any of the following criteria:

- 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 nonattainment under an applicable State or federal 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.

SCAQMD Thresholds

The significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if a project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in Table 5: South Coast Air Quality Management District Emissions Thresholds.

Table 5: South Coast Air Quality Management District Emissions Thresholds		
Criteria Air Pollutants and Precursors	Maximum Pounds Per Day	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO _x)	100	55
Sulfur Oxides (SO _x)	150	150
Coarse Particulates (PM ₁₀)	150	150
Fine Particulates (PM _{2.5})	55	55

Source: South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*.

Localized Carbon Monoxide

In addition to the daily thresholds listed above, the Project would also be subject to the CAAQS and NAAQS. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project site are above the CAAQS and NAAQS for CO standards (the more stringent CAAQS are 20 ppm for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as attainment under the 1-hour and 8-hour CAAQS and NAAQS.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed localized significance thresholds (LSTs) for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent CAAQS or NAAQS. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The City of Colton is located within SCAQMD SRA 34. Table 6: Localized Significance Thresholds for Construction/Operations, shows the LSTs for a 1-acre, 2-acre, and 5-acre project in SRA 34 with sensitive receptors located at approximately 200 meters. The nearest sensitive receptors are located approximately 850 feet (259 meters) northeast of the Project site.

Table 6: Localized Significance Thresholds for Construction/Operations				
Project Size	Maximum Pounds Per Day			
	NO _x	CO	PM ₁₀	PM _{2.5}
1 Acre	334/334	5,356/5,356	74/18	23/6
2 Acres	378/378	6,346/6,346	83/20	26/7
5 Acres	486/486	8,532/8,532	106/26	35/9
NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less				
Note: Based on a sensitive receptor distance of 200 meters in SRA 34.				
Source: South Coast Air Quality Management District, <i>Localized Significance Threshold Methodology</i> , July 2008.				

4.2 Methodology

This air quality impact analysis considers the Project's construction and operational impacts associated with the Project. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod). CalEEMod is a Statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Air quality impacts were assessed according to methodologies recommended by CARB and the SCAQMD.

Construction

Construction equipment, trucks, worker vehicles, and ground-disturbing activities associated with Project construction would generate emissions of criteria air pollutants and precursors. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities) and applying off-road, fugitive dust, and on-road emissions factors in CalEEMod.

Construction was modeled according to the following timeline:

- Demolition: June 1, 2023 to August 1, 2023
- Site Preparation: June 1, 2023 to August 1, 2023
- Grading: August 2, 2023, to November 21, 2023
- Building Construction and Infrastructure: August 31, 2023, to April 30, 2024

- Paving: December 1, 2023, to January 31, 2024
- Architectural Coating: April 1, 2024, to June 30, 2024

Operations

Project operations would result in emissions of area sources (consumer products, architectural coating, and landscape equipment), energy sources (natural gas usage), mobile sources (motor vehicles from Project generated vehicle trips), and off-road equipment. Project-generated increases in operational emissions would be predominantly associated with motor vehicle use. Emissions from each of these categories are discussed below.

- **Area Sources.** Area source emissions would be generated due to consumer products, on-site equipment, architectural coating, and landscaping. Consumer products are various solvents used in non-industrial applications, which emit VOCs during product use. These typically include cleaning supplies, kitchen aerosols, cosmetics, and toiletries.
- **Energy Sources.** Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. Energy source emissions were calculated in CalEEMod. No changes were made to the default energy usage consumption rates or emissions factors.
- **Mobile Sources.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NO_x and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions are based on the trip generation within the Project Traffic Impact Study prepared by Kimley-horn and Associates (November 2022) and incorporated into CalEEMod as recommended by the SCAQMD. Project trip generation is based on the following Institute of Transportation Engineers (ITE) land use categories:

- ITE Land Use 150: Warehousing (189.89 thousand square feet)

The Project would generate 325 daily trips, which includes 237 passenger car trips and 88 truck trips. Passenger car/employee commute trip lengths use CalEEMod default lengths for projects in San Bernardino County, truck trip lengths are assumed to be 33.2 miles one way.⁴ Warehouse truck mix percentages are based on the SCAQMD Truck Trip Generation Study applied to ITE truck percentages. This analysis assumes that all truck trips associated with the Project are new and does not account for emissions from existing trips.

⁴ California Air Resources Board, *Appendix B: Emissions Estimation Methodology for On-Road Diesel-Fueled Heavy-Duty Drayage Trucks at California Ports and Intermodal Rail Yards*, 2007. Available at: https://ww3.arb.ca.gov/msei/onroad/downloads/drayage_trucks/appbf.pdf

- **Off-Road Equipment.** Operational off-road emissions would be generated by off-road cargo handling equipment used during operational activities. For this project it was assumed that the warehouses would include 3 forklifts and 1 yard hostler for loading and unloading goods per the SCAQMD *High Cube Warehouse Truck Trip Study White Paper*⁵. Off-road equipment for this Project are assumed to use zero emission (electric) or near zero emission technology.
- **Emergency Backup Generators.** As the Project warehouses are speculative, it is unknown whether emergency backup generators would be used. Backup generators would only be used in the event of a power failure and would not be part of the Project's normal daily operations. Nonetheless, emissions associated with this equipment were included to be conservative. Emissions from an emergency backup generator for each warehouse building were calculated separately from CalEEMod; refer to Appendix A. However, CalEEMod default emissions rates were used. If backup generators are required, the end user would be required to obtain a permit from the SCAQMD prior to installation. Emergency backup generators must meet SCAQMD's Best Available Control Technology (BACT) requirements and comply with SCAQMD Rule 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines), which would minimize emissions.

As discussed above, the SCAQMD provides significance thresholds for emissions associated with proposed Project construction and operations. The proposed Project's construction and operational emissions are compared to the daily criteria pollutant emissions significance thresholds in order to determine the significance of a Project's impact on regional air quality.

The localized effects from the Project's on-site emissions were evaluated in accordance with the SCAQMD's LST methodology, which uses on-site mass emissions rate look-up tables and Project-specific modeling. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

⁵ SCAQMD, *High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results*, June 2014.

5 POTENTIAL IMPACTS AND MITIGATION

5.1 Air Quality Analysis

Threshold 5.1 Would the Project conflict with or obstruct implementation of the applicable air quality plan?

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the NAAQS. The SIP must integrate federal, State, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the CAAQS and NAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2022 AQMP. The 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving CAAQS and NAAQS. The 2022 AQMP is a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's Connect SoCal 2020-2045 RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1:** The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The Project will not exceed the assumptions in the AQMP, or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are the CAAQS and NAAQS. As shown in [Table 7](#), [Table 8](#), [Table 10](#) and [Table 11](#) below, the Project would not exceed the construction standards, operational standards, or localized significance thresholds. Therefore, the Project would not contribute to an existing air quality violation. Thus, the Project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project would not require an amendment to

the CHCCSP because the Project's proposed use is permitted within the CHCCSP and would be consistent with the land uses planned for the site. Additionally, the Project would not result in a direct increase in population as it would not accommodate any new residents. As such, the Project would not result in substantial unplanned growth or unaccounted job growth projections used by the SCAQMD to develop the AQMP. Thus, the Project is consistent with the second criterion. The Project is consistent with the 2022 AQMP and would result in a less than significant impact.

Mitigation Measures: The Final EIR includes measures to reduce potential impacts associated with the implementation of Colton's Hub City Centre Specific Plan Project. The following measures from the Final EIR are applicable to the proposed Project:

Mitigation Measures from the Final EIR

- AQ-1** The project applicant shall require that the grading contractors comply with SCAQMD Rule 403 minimum requirements for controlling fugitive dust and limit the grading area to no more than 5 acres per day. In addition, the DSF HCP provides clear direction on how some BACM should be implemented as follows: Each Covered Project Proponent shall ensure that active construction areas shall be watered regularly to control dust, and to minimize impacts to nearby habitats, especially sensitive species habitat adjacent to construction areas. If at any time, significant amounts of dust or material are determined by the monitoring biologist to be affecting conserved habitat, then corrective measures must be taken immediately. This would include such measures as:
- sweeping local streets regularly during construction.
 - applying dust palliatives to areas that are not under active construction.
 - pre-water larger sites prior to initiation of grading, grade sites in phases timed to coincide with construction so that no sites are left graded and exposed to the elements; washing construction vehicles prior to leaving a construction site.
 - Installing wind fencing around construction sites with signage that identifies who to call if dust is seen blowing from the site.
 - Any other measures that, at the time of approval of individual development projects, must be implemented on a project-by-project basis.
- AQ-2** The project applicant shall require that architectural coating products are used that do not exceed more than 5g/L VOC content.
- AQ-3** The project applicant shall require that all diesel construction equipment used on-site be certified Tier 4 Final, with level 3 diesel particulate filters and oxidative catalysts that are at least 25 percent efficient. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. In addition, construction contractors shall be encouraged to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up off-road diesel vehicles, such as heavy-duty construction equipment. More information is at the following website: <http://www.aqmd.gov/tao/implementation/SOONProgram.htm>
- AQ-4** All new development projects, or sites where significant redevelopment will occur shall be required to provide sidewalks along and within the property boundaries.

- AQ-5** All new development projects, or sites where significant redevelopment will occur shall require that any future tenants institute a ride sharing program and employee vanpool/shuttle that is open to all employees.
- AQ-6** ~~All new residential project proponents shall ensure that the local school district serving the project area will offer a school bus program for children of future residents.~~ This MM applies to residential projects and does not apply to the proposed Project.
- AQ-7** All new development projects, or sites where significant redevelopment will occur shall require that any future commercial tenants restrict delivery truck idling on the project site.
- AQ-8** All future tenants must institute a recycling program that reduces waste to landfills by a minimum of 50 percent, or as stipulated by CalRecycle. The recycling program must include designated recycling bins at each proposed trash storage area and require all green waste to be stored in containers separate from other types of municipal solid waste.
- AQ-9** ~~All new development projects, or sites where significant redevelopment will occur shall exceed 2013 Title 24, Part 6 Standards by 3 percent, and meet Green Building Code Standards.~~ Current 2022 Title 24 CALGreen Green Building Code Standards would already exceed 2013 standards by over 3 percent, therefore this mitigation measure is no longer applicable.
- AQ-10** All new development projects, or sites where significant redevelopment will occur shall be equipped with faucets, toilets and showers installed in the proposed structures utilize low-flow fixtures.
- AQ-11** Water-efficient irrigation systems shall be installed at all new development projects, or sites where significant redevelopment will occur that conforms to the requirements of Colton Municipal Code.
- AQ-12** All new development projects, or sites where significant redevelopment will occur shall include ENERGY STAR-compliant appliances wherever appliances are needed in buildings on-site and that natural gas only hearths be installed when needed. In addition, for new residential projects, outlets for electric or natural gas barbeques shall be installed.
- AQ-13** All new development projects, or sites where significant redevelopment will shall be developed with high-efficiency lighting on-site that is at least 10 percent more efficient than standard lighting. In addition, the operation of a site's outdoor lighting shall be limited to the hours necessary to support the function of a land use at a project site, and for security purposes.
- AQ-14** All new development projects, or sites where significant redevelopment will occur shall require that architectural coating products used for maintenance/re-application do not exceed more than 5g/L VOC content.

AQ-15 All new development projects, or sites where significant redevelopment will occur adjacent to or near conservation sites established in the HCP, shall include measures to reduce impacts associated with the operation of any development projects must be developed on a project-by-project basis depending on the type of land use being proposed and a site's proximity to the conservation areas identified in the HCP. These may include BMPs such as routine parking lot and street sweeping to reduce particulate matter; encouraging employees to use alternative modes of transportation and carpooling, and the development of workforce housing near employment generators such as the ARMC.

AQ-16 All new non-residential development projects, or sites where significant redevelopment will occur shall provide electric car charging stations for tenants (not just electric vehicle wiring per local ordinance). Also, provide designated areas for parking of zero emission vehicles (ZEVs) for car-sharing programs. This measure shall be implemented on a project-by-project basis at the discretion of the Development Services Director.

Level of Significance: Less than significant impact. The Project would not result in any new or more severe impacts than previously analyzed in the FEIR.

Threshold 5.2 **Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable state or federal ambient air quality standard?**

Construction Emissions

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area are O₃-precursor pollutants (i.e. ROG and NO_x) and PM₁₀ and PM_{2.5}. Construction-related emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water. Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby.

Project construction activities are estimated to last approximately 12 months. The Project's construction emissions were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See [Appendix A: Air Quality and Greenhouse Gas Emissions Modeling Data](#) for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in in [Table 7: Construction-Related Emissions](#).

Table 7: Construction-Related Emissions						
Construction Year	Maximum Pounds Per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2023	5.16	53.79	40.49	0.10	14.40	6.87
2024	29.72	25.75	37.90	0.08	3.30	1.63
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Exceed SCAQMD Threshold?	No	No	No	No	No	No
ROG = Reactive Organic Gases; NO _x = Nitrogen Oxides; CO = Carbon Monoxide; SO ₂ = Sulfur Dioxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.						

Although the Final EIR included mitigation measures, air quality modeling related to the construction of the Project only included **MM AQ-1** which requires compliance with SCAQMD Rules 402 and 403. SCAQMD Rules 402 and 403 prohibits nuisance emissions, requires watering of inactive and perimeter areas, and includes track out requirements are required by law and were applied in CalEEMod to minimize fugitive dust emissions.

As shown in [Table 7](#), all criteria pollutant emissions would remain below their respective thresholds. While unmitigated construction emissions would be considered less than significant, the Project would be subject to FEIR construction measures **MM AQ-2** and **MM AQ-3**, which would further reduce construction emissions. Construction emissions are therefore less than significant.

Operational Emissions

The Project’s operational emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment, consumer products, and architectural coatings. Long-term operational emissions attributable to the Project are summarized in [Table 8: Operational Emissions](#). As shown in [Table 8](#), the unmitigated Project emissions would not exceed SCAQMD thresholds for any criteria air pollutants. The incorporation of long-term measures **MM AQ-4** and **MM AQ-16** included in the FEIR would further reduce construction emissions. Therefore, regional operations emissions would result in a less than significant long-term regional air quality impact. As such, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

Table 8: Operational Emissions						
Source	Maximum Pounds Per Day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Source Emissions	4.24	<0.01	0.02	0.00	<0.01	<0.01
Energy Emissions	0.01	0.11	0.10	<0.01	<0.01	<0.01
Backup Generator Emissions	1.69	4.71	4.30	0.01	0.25	0.25
Mobile Emissions	1.30	12.97	15.86	0.09	5.76	1.67
Total Emissions	7.24	17.79	20.28	0.10	6.01	1.92
<i>SCAQMD Threshold</i>	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
<small>ROG = Reactive Organic Gases; NO_x = Nitrogen Oxides; CO = Carbon Monoxide; SO₂ = Sulfur Dioxide; PM₁₀ = Particulate Matter 10 microns in diameter or less; PM_{2.5} = Particulate Matter 2.5 microns in diameter or less Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.</small>						

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} for the CAAQS and nonattainment for O₃ and PM_{2.5} for the NAAQS. Appendix D of the SCAQMD *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (2003) notes that projects that result in emissions that do not exceed the project specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. The mass-based regional significance thresholds published by the SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative air quality impact in the SCAB would not be cumulatively considerable. As shown in [Table 7](#) above, Project construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Compliance with SCAQMD rules and regulations would further reduce Project construction-related emissions. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore,

a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in [Table 8](#), the Project operational emissions would not exceed SCAQMD thresholds. As a result, operational emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

Mitigation Measures: No additional mitigation beyond what is identified in the FEIR is required.

Level of Significance: Less than significant impact. The Project would not result in any new or more severe impacts than previously analyzed in the FEIR.

Threshold 5.3 Would the Project expose sensitive receptors to substantial pollutant concentrations?

Localized Construction Significance Analysis

The nearest sensitive receptor is a residential community located approximately 850 feet (259 meters) northeast of the Project. To identify impacts to sensitive receptors, the SCAQMD recommends addressing construction LSTs. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, [Table 9: Equipment-Specific Grading Rates](#), is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Central San Bernardino Valley (SRA 34) since this area includes the Project. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 2.5 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 2.5-acre threshold were interpolated and utilized for this analysis.

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractors	3	0.5	8	1.5
	Graders	0	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	0	1	8	0
Total Acres Graded per Day					2.5

Source: CalEEMod version 2020.4.0. Refer to [Appendix A](#) for model outputs.

The SCAQMD’s methodology states that “off-site mobile emissions from the Project should not be included in the emissions compared to LSTs.” Therefore, only “on-site” emissions included in the CalEEMod outputs were considered. The nearest sensitive receptors are a residential community located approximately 850 feet (259 meters) to the northeast of the Project. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 259 meters were interpolated and utilized in this analysis. Table 10: Localized Significance of Construction Emissions, presents the results of localized emissions during construction.

Table 10 shows that Project emissions of these pollutants on the peak day of construction would not exceed SCAQMD thresholds at the nearest sensitive receptor. Therefore, the Project would result in a less than significant impact concerning LSTs during construction.

Table 10: Localized Significance of Construction Emissions				
Construction Activity	Maximum Pounds Per Day			
	NO_x	CO	PM₁₀	PM_{2.5}
Demolition	21.48	19.64	4.42	1.45
Site Preparation	27.52	18.24	8.93	5.10
Grading	17.94	14.75	3.54	2.05
Building Construction and Paving ¹	24.57	30.82	1.21	1.13
Building Construction and Architectural Coating ²	15.60	18.05	0.76	0.72
<i>SCAQMD Localized Screening Threshold (adjusted for 2.5 acres at 259 meters)</i>	<i>456</i>	<i>10,117</i>	<i>111</i>	<i>43</i>
Exceed SCAQMD Threshold?	No	No	No	No
NO _x = Nitrogen Oxides; CO = Carbon Monoxide; PM ₁₀ = Particulate Matter 10 microns in diameter or less; PM _{2.5} = Particulate Matter 2.5 microns in diameter or less				
Note: 1 Building Construction and Paving activities can occur on the same day, therefore these emissions are added together to show a daily maximum.				
2 Building Construction and Architectural Coating activities can occur on the same day, therefore these emissions are added together to show a daily maximum.				
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.				

Localized Operational Significance Analysis

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project includes warehouses, the operational phase LST protocol is conservatively applied to both the area source and mobile source emissions for operations.

LSTs thresholds for receptors located in SRA 34 were utilized in this analysis because the closest sensitive receptors to the Project area are single family homes located approximately 850 feet (259 meters) to the northeast of the Project. Although the Project area is approximately nine acres (including buildings, parking lots, and landscaping), the 5-acre LST threshold was also conservatively used for the Project, as the LSTs increase with the size of the site.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown

in [Table 11: Localized Significance of Operational Emissions](#) conservatively include all on-site Project-related stationary sources and 50 percent of project-related mobile sources, since a portion of mobile sources could include trucks idling on-site. [Table 11](#) shows that the maximum daily emissions of these pollutants for Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

Activity	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
On-Site Emissions ¹	6.60	8.05	2.89	0.84
SCAQMD Localized Screening Threshold (adjusted for 5-acre at 259 meters)	543	12,298	32	13
Exceed SCAQMD Threshold?	No	No	No	No

1. Includes all on-site area source and energy emissions and 50 percent of mobile emissions.
Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program⁶ was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based NAAQS. The NAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur.

NO_x and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. 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. Breathing ground-level ozone can result health effects that include: reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

⁶ Code of Federal Regulation (CFR) [i.e., PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)

According to the SCAQMD's 2022 AQMP, ozone, NO_x, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB continue to increase, NO_x and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2022 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour O₃ standard in 2037. In addition, since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the O₃ standards will likewise lead to improvement of PM_{2.5} levels and attainment of PM_{2.5} standards.

The SCAQMD's air quality modeling demonstrates that NO_x reductions prove to be much more effective in reducing ozone levels and will also lead to significant improvement in PM_{2.5} concentrations. NO_x-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NO_x reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_x emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

As previously discussed, Project emissions would be less than significant and would not exceed SCAQMD thresholds (refer to [Table 7](#) and [Table 8](#)). Localized effects of on-site Project emissions on nearby sensitive receptors were also found to be less than significant (refer to [Table 10](#) and [Table 11](#)). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable CAAQS or NAAQS. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The CAAQS and NAAQS establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Framework section. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, the Project would not expose sensitive receptors to criteria pollutant levels in excess of the health-based ambient air quality standards.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with

the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment for CO in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm NAAQS. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*. As CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even though it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any Project area intersections resulting from 325 additional vehicle trips attributable to the Project. Therefore, impacts would be less than significant.

Mitigation Measures: No additional mitigation beyond what is identified in the FEIR is required.

Level of Significance: Less than significant impact. The Project would not result in any new or more severe impacts than previously analyzed in the FEIR.

Threshold 5.4 Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

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

Construction equipment emissions, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities, may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, Project construction activities would not result in objectionable odors that would adversely affect a substantial number of people and impacts would be less than significant.

Operations

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, Project operations would not result in odors that would adversely affect people.

Mitigation Measures: No mitigation is required.

Level of Significance: No impact.

6 REFERENCES

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7. City of Colton, *Colton General Plan*, 1991.
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12. Ralph Propper, Patrick Wong, Son Bui, Jeff Austin, William Vance, Alvaro Alvarado, Bart Croes, and Dongmin Luo, *Ambient and Emission Trends of Toxic Air Contaminants in California. American Chemical Society: Environmental Science & Technology*, 2015.
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16. South Coast Air Quality Management District, *Localized Significance Threshold Methodology*, 2009.
17. South Coast Air Quality Management District, *The Multiple Air Toxics Exposure Study V*, 2021.
18. United States Environmental Protection Agency, *National Ambient Air Quality Standards Table*, 2016.
19. United States Environmental Protection Agency, *Nonattainment Areas for Criteria Pollutants*, 2019.
20. United States Environmental Protection Agency, *Policy Assessment for the Review of the Lead National Ambient Air Quality Standards*, 2013.

Appendix A

Air Quality Modeling Data

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

**Colton 2245 W Valley Blvd - Unmitigated
San Bernardino-South Coast County, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	37.30	1000sqft	0.86	37,301.00	0
Unrefrigerated Warehouse-No Rail	149.20	1000sqft	3.43	149,204.00	0
Parking Lot	3.73	Acre	3.73	162,478.80	0
City Park	0.98	Acre	0.98	42,638.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	32
Climate Zone	10			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - refer to site plan. landscape area shown as city park. parking area includes parking stalls, travel lanes, and other impervious surfaces

Construction Phase - applicant construction schedule

Demolition - applicant construction schedule

Grading -

Architectural Coating -

Vehicle Trips - trucks shown under warehouse: $88/149.2=0.5898123324396783$ cars: $237/37.301=6.3537170585239$ distribution trip length 33.2 SCAQMD Study

Water Mitigation - required by CA building code - not mitigation

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

Fleet Mix - refer to TIA report

Construction Off-road Equipment Mitigation - RULE 403-not mitigation

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	NumDays	230.00	174.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	10.00	44.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.52
tblFleetMix	LDA	0.54	0.58
tblFleetMix	LDA	0.54	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	7.1040e-003	0.00
tblFleetMix	LHD2	7.1040e-003	0.26
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MH	4.8300e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	MHD	0.01	0.22
tblFleetMix	OBUS	5.5400e-004	0.00
tblFleetMix	SBUS	9.5400e-004	0.00
tblFleetMix	SBUS	9.5400e-004	0.00

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

tblFleetMix	UBUS	2.5100e-004	0.00
tblLandUse	LandUseSquareFeet	37,300.00	37,301.00
tblLandUse	LandUseSquareFeet	149,200.00	149,204.00
tblLandUse	LandUseSquareFeet	42,688.80	42,638.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TL	6.90	33.20
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	41.00	100.00
tblVehicleTrips	CW_TTP	33.00	100.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	2.21	6.35
tblVehicleTrips	ST_TR	1.74	0.59
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	0.70	6.35
tblVehicleTrips	SU_TR	1.74	0.59
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	9.74	6.35
tblVehicleTrips	WD_TR	1.74	0.59

2.0 Emissions Summary

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	5.1553	53.5458	40.4904	0.1030	29.5101	2.3123	31.8224	11.7235	2.1393	13.8627	0.0000	10,253.5213	10,253.5213	2.3559	0.4013	10,432.0209
2024	29.7203	25.6018	37.8997	0.0781	2.5673	1.1078	3.4851	0.6902	1.0324	1.6722	0.0000	7,734.1616	7,734.1616	1.3883	0.2219	7,833.8501
Maximum	29.7203	53.5458	40.4904	0.1030	29.5101	2.3123	31.8224	11.7235	2.1393	13.8627	0.0000	10,253.5213	10,253.5213	2.3559	0.4013	10,432.0209

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					
2023	5.1553	53.5458	40.4904	0.1030	12.0900	2.3123	14.4022	4.7317	2.1393	6.8709	0.0000	10,253.5213	10,253.5213	2.3559	0.4013	10,432.0209
2024	29.7203	25.6018	37.8997	0.0781	2.3723	1.1078	3.3049	0.6423	1.0324	1.6280	0.0000	7,734.1616	7,734.1616	1.3883	0.2219	7,833.8501
Maximum	29.7203	53.5458	40.4904	0.1030	12.0900	2.3123	14.4022	4.7317	2.1393	6.8709	0.0000	10,253.5213	10,253.5213	2.3559	0.4013	10,432.0209

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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	4.2404	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446
Energy	0.0126	0.1149	0.0965	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.9025	137.9025	2.6400e-003	2.5300e-003	138.7220
Mobile	1.3014	12.3361	15.8606	0.0914	5.6215	0.1359	5.7574	1.5394	0.1295	1.6689		9,701.3444	9,701.3444	0.3307	1.0645	10,026.8364
Total	5.5545	12.4512	15.9767	0.0921	5.6215	0.1447	5.7662	1.5394	0.1383	1.6777		9,839.2887	9,839.2887	0.3335	1.0670	10,165.6029

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	4.2404	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446
Energy	0.0126	0.1149	0.0965	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.9025	137.9025	2.6400e-003	2.5300e-003	138.7220
Mobile	1.3014	12.3361	15.8606	0.0914	5.6215	0.1359	5.7574	1.5394	0.1295	1.6689		9,701.3444	9,701.3444	0.3307	1.0645	10,026.8364
Total	5.5545	12.4512	15.9767	0.0921	5.6215	0.1447	5.7662	1.5394	0.1383	1.6777		9,839.2887	9,839.2887	0.3335	1.0670	10,165.6029

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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	6/1/2023	8/1/2023	5	44	
2	Site Preparation	Site Preparation	6/1/2023	8/1/2023	5	44	
3	Grading	Grading	8/2/2023	11/21/2023	5	80	
4	Building Construction	Building Construction	8/31/2023	4/30/2024	5	174	
5	Paving	Paving	12/1/2023	1/31/2024	5	44	
6	Architectural Coating	Architectural Coating	4/1/2024	6/30/2024	5	65	

Acres of Grading (Site Preparation Phase): 66

Acres of Grading (Grading Phase): 80

Acres of Paving: 3.73

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 279,758; Non-Residential Outdoor: 93,253; Striped Parking Area: 9,749 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	1,784.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	161.00	64.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	32.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

Clean Paved Roads

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.7742	0.0000	8.7742	1.3285	0.0000	1.3285			0.0000			0.0000
Off-Road	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280		3,746.9840	3,746.9840	1.0494		3,773.2183
Total	2.2691	21.4844	19.6434	0.0388	8.7742	0.9975	9.7717	1.3285	0.9280	2.2565		3,746.9840	3,746.9840	1.0494		3,773.2183

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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 - 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	lb/day										lb/day					
Hauling	0.0977	4.4593	1.3583	0.0228	0.7100	0.0469	0.7569	0.1947	0.0449	0.2396		2,482.0786	2,482.0786	0.1059	0.3934	2,601.9662
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	0.0587	0.0354	0.5657	1.5000e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157
Total	0.1563	4.4947	1.9239	0.0243	0.8777	0.0477	0.9254	0.2392	0.0456	0.2848		2,635.3289	2,635.3289	0.1096	0.3970	2,756.3819

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4219	0.0000	3.4219	0.5181	0.0000	0.5181			0.0000			0.0000
Off-Road	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280	0.0000	3,746.9840	3,746.9840	1.0494		3,773.2183
Total	2.2691	21.4844	19.6434	0.0388	3.4219	0.9975	4.4195	0.5181	0.9280	1.4461	0.0000	3,746.9840	3,746.9840	1.0494		3,773.2183

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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 - 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	lb/day										lb/day					
Hauling	0.0977	4.4593	1.3583	0.0228	0.6618	0.0469	0.7087	0.1829	0.0449	0.2277		2,482.0786	2,482.0786	0.1059	0.3934	2,601.9662
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	0.0587	0.0354	0.5657	1.5000e-003	0.1546	8.3000e-004	0.1554	0.0413	7.6000e-004	0.0420		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157
Total	0.1563	4.4947	1.9239	0.0243	0.8163	0.0477	0.8641	0.2241	0.0456	0.2697		2,635.3289	2,635.3289	0.1096	0.3970	2,756.3819

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.3081	3,687.3081	1.1926		3,717.1219
Total	2.6595	27.5242	18.2443	0.0381	19.6570	1.2660	20.9230	10.1025	1.1647	11.2672		3,687.3081	3,687.3081	1.1926		3,717.1219

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

3.3 Site Preparation - 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	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	0.0704	0.0425	0.6788	1.8000e-003	0.2012	9.9000e-004	0.2022	0.0534	9.1000e-004	0.0543		183.9003	183.9003	4.3900e-003	4.3200e-003	185.2988
Total	0.0704	0.0425	0.6788	1.8000e-003	0.2012	9.9000e-004	0.2022	0.0534	9.1000e-004	0.0543		183.9003	183.9003	4.3900e-003	4.3200e-003	185.2988

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					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219
Total	2.6595	27.5242	18.2443	0.0381	7.6662	1.2660	8.9323	3.9400	1.1647	5.1047	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

3.3 Site Preparation - 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	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	0.0704	0.0425	0.6788	1.8000e-003	0.1855	9.9000e-004	0.1865	0.0495	9.1000e-004	0.0504		183.9003	183.9003	4.3900e-003	4.3200e-003	185.2988
Total	0.0704	0.0425	0.6788	1.8000e-003	0.1855	9.9000e-004	0.1865	0.0495	9.1000e-004	0.0504		183.9003	183.9003	4.3900e-003	4.3200e-003	185.2988

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	1.7109	17.9359	14.7507	0.0297	7.0826	0.7749	7.8575	3.4247	0.7129	4.1377		2,872.6910	2,872.6910	0.9291		2,895.9182

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

3.4 Grading - 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	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	0.0587	0.0354	0.5657	1.5000e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157
Total	0.0587	0.0354	0.5657	1.5000e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7622	0.0000	2.7622	1.3357	0.0000	1.3357			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	1.7109	17.9359	14.7507	0.0297	2.7622	0.7749	3.5371	1.3357	0.7129	2.0486	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

3.4 Grading - 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	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	0.0587	0.0354	0.5657	1.5000e-003	0.1546	8.3000e-004	0.1554	0.0413	7.6000e-004	0.0420		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157
Total	0.0587	0.0354	0.5657	1.5000e-003	0.1546	8.3000e-004	0.1554	0.0413	7.6000e-004	0.0420		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

3.5 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	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	0.0749	2.2448	0.9420	0.0115	0.4100	0.0169	0.4269	0.1181	0.0161	0.1342		1,228.276 4	1,228.276 4	0.0321	0.1814	1,283.131 0
Worker	0.6295	0.3799	6.0715	0.0161	1.7996	8.8900e-003	1.8085	0.4773	8.1800e-003	0.4855		1,644.886 4	1,644.886 4	0.0393	0.0387	1,657.395 0
Total	0.7045	2.6247	7.0134	0.0275	2.2096	0.0258	2.2354	0.5953	0.0243	0.6197		2,873.162 7	2,873.162 7	0.0714	0.2201	2,940.526 0

Mitigated Construction On-Site

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

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

3.5 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	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	0.0749	2.2448	0.9420	0.0115	0.3838	0.0169	0.4006	0.1116	0.0161	0.1278		1,228.276 4	1,228.276 4	0.0321	0.1814	1,283.131 0
Worker	0.6295	0.3799	6.0715	0.0161	1.6588	8.8900e-003	1.6677	0.4427	8.1800e-003	0.4509		1,644.886 4	1,644.886 4	0.0393	0.0387	1,657.395 0
Total	0.7045	2.6247	7.0134	0.0275	2.0426	0.0258	2.0683	0.5543	0.0243	0.5787		2,873.162 7	2,873.162 7	0.0714	0.2201	2,940.526 0

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

3.5 Building Construction - 2024

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	0.0732	2.2648	0.9263	0.0113	0.4100	0.0166	0.4266	0.1181	0.0159	0.1340		1,211.356 0	1,211.356 0	0.0311	0.1789	1,265.434 7
Worker	0.5848	0.3372	5.6540	0.0156	1.7996	8.5400e-003	1.8081	0.4773	7.8600e-003	0.4851		1,609.597 1	1,609.597 1	0.0355	0.0359	1,621.170 7
Total	0.6580	2.6021	6.5803	0.0269	2.2096	0.0252	2.2348	0.5953	0.0238	0.6191		2,820.953 1	2,820.953 1	0.0667	0.2147	2,886.605 4

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.698 9	2,555.698 9	0.6044		2,570.807 7

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

3.5 Building Construction - 2024

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	0.0732	2.2648	0.9263	0.0113	0.3838	0.0166	0.4004	0.1116	0.0159	0.1275		1,211.356 0	1,211.356 0	0.0311	0.1789	1,265.434 7
Worker	0.5848	0.3372	5.6540	0.0156	1.6588	8.5400e-003	1.6673	0.4427	7.8600e-003	0.4506		1,609.597 1	1,609.597 1	0.0355	0.0359	1,621.170 7
Total	0.6580	2.6021	6.5803	0.0269	2.0426	0.0252	2.0677	0.5543	0.0238	0.5781		2,820.953 1	2,820.953 1	0.0667	0.2147	2,886.605 4

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 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.2221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2548	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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 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	0.0587	0.0354	0.5657	1.5000e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157
Total	0.0587	0.0354	0.5657	1.5000e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157

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	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.2221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2548	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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 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	0.0587	0.0354	0.5657	1.5000e-003	0.1546	8.3000e-004	0.1554	0.0413	7.6000e-004	0.0420		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157
Total	0.0587	0.0354	0.5657	1.5000e-003	0.1546	8.3000e-004	0.1554	0.0413	7.6000e-004	0.0420		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.2221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2103	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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 - 2024

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	0.0545	0.0314	0.5268	1.4500e-003	0.1677	8.0000e-004	0.1685	0.0445	7.3000e-004	0.0452		149.9625	149.9625	3.3100e-003	3.3400e-003	151.0408
Total	0.0545	0.0314	0.5268	1.4500e-003	0.1677	8.0000e-004	0.1685	0.0445	7.3000e-004	0.0452		149.9625	149.9625	3.3100e-003	3.3400e-003	151.0408

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.2221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2103	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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 - 2024

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	0.0545	0.0314	0.5268	1.4500e-003	0.1546	8.0000e-004	0.1553	0.0413	7.3000e-004	0.0420		149.9625	149.9625	3.3100e-003	3.3400e-003	151.0408
Total	0.0545	0.0314	0.5268	1.4500e-003	0.1546	8.0000e-004	0.1553	0.0413	7.3000e-004	0.0420		149.9625	149.9625	3.3100e-003	3.3400e-003	151.0408

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.2937					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	27.4745	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

3.7 Architectural Coating - 2024

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	0.1162	0.0670	1.1238	3.1000e-003	0.3577	1.7000e-003	0.3594	0.0949	1.5600e-003	0.0964		319.9199	319.9199	7.0600e-003	7.1300e-003	322.2203
Total	0.1162	0.0670	1.1238	3.1000e-003	0.3577	1.7000e-003	0.3594	0.0949	1.5600e-003	0.0964		319.9199	319.9199	7.0600e-003	7.1300e-003	322.2203

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	27.2937					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	27.4745	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Summer

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

3.7 Architectural Coating - 2024

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	0.1162	0.0670	1.1238	3.1000e-003	0.3297	1.7000e-003	0.3314	0.0880	1.5600e-003	0.0896		319.9199	319.9199	7.0600e-003	7.1300e-003	322.2203
Total	0.1162	0.0670	1.1238	3.1000e-003	0.3297	1.7000e-003	0.3314	0.0880	1.5600e-003	0.0896		319.9199	319.9199	7.0600e-003	7.1300e-003	322.2203

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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	1.3014	12.3361	15.8606	0.0914	5.6215	0.1359	5.7574	1.5394	0.1295	1.6689		9,701,344 4	9,701,344 4	0.3307	1.0645	10,026.83 64
Unmitigated	1.3014	12.3361	15.8606	0.0914	5.6215	0.1359	5.7574	1.5394	0.1295	1.6689		9,701,344 4	9,701,344 4	0.3307	1.0645	10,026.83 64

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
General Office Building	236.99	236.99	236.99	1,432,010	1,432,010
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	88.00	88.00	88.00	1,063,462	1,063,462
Total	324.99	324.99	324.99	2,495,473	2,495,473

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
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
General Office Building	16.60	8.40	6.90	100.00	0.00	0.00	100	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	33.20	0.00	0.00	100.00	100	0	0

4.4 Fleet Mix

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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
City Park	0.540566	0.056059	0.172680	0.136494	0.026304	0.007104	0.011680	0.017449	0.000554	0.000251	0.025076	0.000954	0.004830
General Office Building	0.577752	0.056059	0.172680	0.136494	0.026304	0.000000	0.000000	0.000000	0.000554	0.000251	0.025076	0.000000	0.004830
Parking Lot	0.540566	0.056059	0.172680	0.136494	0.026304	0.007104	0.011680	0.017449	0.000554	0.000251	0.025076	0.000954	0.004830
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.260000	0.220000	0.520000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0126	0.1149	0.0965	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.9025	137.9025	2.6400e-003	2.5300e-003	138.7220
NaturalGas Unmitigated	0.0126	0.1149	0.0965	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.9025	137.9025	2.6400e-003	2.5300e-003	138.7220

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	350.527	3.7800e-003	0.0344	0.0289	2.1000e-004		2.6100e-003	2.6100e-003		2.6100e-003	2.6100e-003		41.2385	41.2385	7.9000e-004	7.6000e-004	41.4836
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
Unrefrigerated Warehouse-No Rail	821.644	8.8600e-003	0.0806	0.0677	4.8000e-004		6.1200e-003	6.1200e-003		6.1200e-003	6.1200e-003		96.6640	96.6640	1.8500e-003	1.7700e-003	97.2384
Total		0.0126	0.1149	0.0965	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.9025	137.9025	2.6400e-003	2.5300e-003	138.7220

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.350527	3.7800e-003	0.0344	0.0289	2.1000e-004		2.6100e-003	2.6100e-003		2.6100e-003	2.6100e-003		41.2385	41.2385	7.9000e-004	7.6000e-004	41.4836
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
Unrefrigerated Warehouse-No Rail	0.821644	8.8600e-003	0.0806	0.0677	4.8000e-004		6.1200e-003	6.1200e-003		6.1200e-003	6.1200e-003		96.6640	96.6640	1.8500e-003	1.7700e-003	97.2384
Total		0.0126	0.1149	0.0965	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.9025	137.9025	2.6400e-003	2.5300e-003	138.7220

6.0 Area Detail

6.1 Mitigation Measures Area

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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	4.2404	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446
Unmitigated	4.2404	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446

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	0.4861					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7526					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8000e-003	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446
Total	4.2404	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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	0.4861					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7526					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8000e-003	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446
Total	4.2404	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

**Colton 2245 W Valley Blvd - Unmitigated
San Bernardino-South Coast County, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	37.30	1000sqft	0.86	37,301.00	0
Unrefrigerated Warehouse-No Rail	149.20	1000sqft	3.43	149,204.00	0
Parking Lot	3.73	Acre	3.73	162,478.80	0
City Park	0.98	Acre	0.98	42,638.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	32
Climate Zone	10			Operational Year	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - refer to site plan. landscape area shown as city park. parking area includes parking stalls, travel lanes, and other impervious surfaces

Construction Phase - applicant construction schedule

Demolition - applicant construction schedule

Grading -

Architectural Coating -

Vehicle Trips - trucks shown under warehouse: $88/149.2=0.5898123324396783$ cars: $237/37.301=6.3537170585239$ distribution trip length 33.2 SCAQMD Study

Water Mitigation - required by CA building code - not mitigation

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

Fleet Mix - refer to TIA report

Construction Off-road Equipment Mitigation - RULE 403-not mitigation

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	NumDays	230.00	174.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	20.00	80.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	10.00	44.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.52
tblFleetMix	LDA	0.54	0.58
tblFleetMix	LDA	0.54	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	7.1040e-003	0.00
tblFleetMix	LHD2	7.1040e-003	0.26
tblFleetMix	MCY	0.03	0.00
tblFleetMix	MDV	0.14	0.00
tblFleetMix	MH	4.8300e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	MHD	0.01	0.22
tblFleetMix	OBUS	5.5400e-004	0.00
tblFleetMix	SBUS	9.5400e-004	0.00
tblFleetMix	SBUS	9.5400e-004	0.00

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

tblFleetMix	UBUS	2.5100e-004	0.00
tblLandUse	LandUseSquareFeet	37,300.00	37,301.00
tblLandUse	LandUseSquareFeet	149,200.00	149,204.00
tblLandUse	LandUseSquareFeet	42,688.80	42,638.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CNW_TL	6.90	33.20
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	41.00	100.00
tblVehicleTrips	CW_TTP	33.00	100.00
tblVehicleTrips	CW_TTP	59.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	2.21	6.35
tblVehicleTrips	ST_TR	1.74	0.59
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	0.70	6.35
tblVehicleTrips	SU_TR	1.74	0.59
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	9.74	6.35
tblVehicleTrips	WD_TR	1.74	0.59

2.0 Emissions Summary

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	5.1432	53.7913	40.2947	0.1027	29.5101	2.3124	31.8225	11.7235	2.1394	13.8628	0.0000	10,225.5659	10,225.5659	2.3555	0.4022	10,404.3090
2024	29.6910	25.7477	36.8405	0.0765	2.5673	1.1078	3.4851	0.6902	1.0325	1.6723	0.0000	7,572.0264	7,572.0264	1.3882	0.2238	7,672.2472
Maximum	29.6910	53.7913	40.2947	0.1027	29.5101	2.3124	31.8225	11.7235	2.1394	13.8628	0.0000	10,225.5659	10,225.5659	2.3555	0.4022	10,404.3090

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					
2023	5.1432	53.7913	40.2947	0.1027	12.0900	2.3124	14.4023	4.7317	2.1394	6.8710	0.0000	10,225.5659	10,225.5659	2.3555	0.4022	10,404.3090
2024	29.6910	25.7477	36.8405	0.0765	2.3723	1.1078	3.3049	0.6423	1.0325	1.6281	0.0000	7,572.0264	7,572.0264	1.3882	0.2238	7,672.2472
Maximum	29.6910	53.7913	40.2947	0.1027	12.0900	2.3124	14.4023	4.7317	2.1394	6.8710	0.0000	10,225.5659	10,225.5659	2.3555	0.4022	10,404.3090

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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	4.2404	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446
Energy	0.0126	0.1149	0.0965	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.9025	137.9025	2.6400e-003	2.5300e-003	138.7220
Mobile	1.1872	12.9673	14.2450	0.0892	5.6215	0.1360	5.7575	1.5394	0.1296	1.6690		9,470.101 1	9,470.101 1	0.3309	1.0689	9,796.896 2
Total	5.4403	13.0824	14.3610	0.0899	5.6215	0.1448	5.7663	1.5394	0.1384	1.6778		9,608.045 4	9,608.045 4	0.3337	1.0714	9,935.662 8

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	4.2404	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446
Energy	0.0126	0.1149	0.0965	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.9025	137.9025	2.6400e-003	2.5300e-003	138.7220
Mobile	1.1872	12.9673	14.2450	0.0892	5.6215	0.1360	5.7575	1.5394	0.1296	1.6690		9,470.101 1	9,470.101 1	0.3309	1.0689	9,796.896 2
Total	5.4403	13.0824	14.3610	0.0899	5.6215	0.1448	5.7663	1.5394	0.1384	1.6778		9,608.045 4	9,608.045 4	0.3337	1.0714	9,935.662 8

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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	6/1/2023	8/1/2023	5	44	
2	Site Preparation	Site Preparation	6/1/2023	8/1/2023	5	44	
3	Grading	Grading	8/2/2023	11/21/2023	5	80	
4	Building Construction	Building Construction	8/31/2023	4/30/2024	5	174	
5	Paving	Paving	12/1/2023	1/31/2024	5	44	
6	Architectural Coating	Architectural Coating	4/1/2024	6/30/2024	5	65	

Acres of Grading (Site Preparation Phase): 66

Acres of Grading (Grading Phase): 80

Acres of Paving: 3.73

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 279,758; Non-Residential Outdoor: 93,253; Striped Parking Area: 9,749 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	1,784.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	161.00	64.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	32.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

Clean Paved Roads

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.7742	0.0000	8.7742	1.3285	0.0000	1.3285			0.0000			0.0000
Off-Road	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280		3,746.9840	3,746.9840	1.0494		3,773.2183
Total	2.2691	21.4844	19.6434	0.0388	8.7742	0.9975	9.7717	1.3285	0.9280	2.2565		3,746.9840	3,746.9840	1.0494		3,773.2183

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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 - 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	lb/day										lb/day					
Hauling	0.0903	4.7009	1.3828	0.0228	0.7100	0.0470	0.7570	0.1947	0.0450	0.2396		2,485.8239	2,485.8239	0.1055	0.3940	2,605.8788
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	0.0565	0.0372	0.4656	1.3600e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409
Total	0.1468	4.7381	1.8484	0.0242	0.8777	0.0478	0.9255	0.2392	0.0457	0.2849		2,624.6648	2,624.6648	0.1092	0.3977	2,745.9197

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4219	0.0000	3.4219	0.5181	0.0000	0.5181			0.0000			0.0000
Off-Road	2.2691	21.4844	19.6434	0.0388		0.9975	0.9975		0.9280	0.9280	0.0000	3,746.9840	3,746.9840	1.0494		3,773.2183
Total	2.2691	21.4844	19.6434	0.0388	3.4219	0.9975	4.4195	0.5181	0.9280	1.4461	0.0000	3,746.9840	3,746.9840	1.0494		3,773.2183

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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 - 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	lb/day										lb/day					
Hauling	0.0903	4.7009	1.3828	0.0228	0.6618	0.0470	0.7088	0.1829	0.0450	0.2278		2,485.8239	2,485.8239	0.1055	0.3940	2,605.8788
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	0.0565	0.0372	0.4656	1.3600e-003	0.1546	8.3000e-004	0.1554	0.0413	7.6000e-004	0.0420		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409
Total	0.1468	4.7381	1.8484	0.0242	0.8163	0.0478	0.8641	0.2241	0.0457	0.2698		2,624.6648	2,624.6648	0.1092	0.3977	2,745.9197

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.3081	3,687.3081	1.1926		3,717.1219
Total	2.6595	27.5242	18.2443	0.0381	19.6570	1.2660	20.9230	10.1025	1.1647	11.2672		3,687.3081	3,687.3081	1.1926		3,717.1219

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

3.3 Site Preparation - 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	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	0.0678	0.0447	0.5587	1.6300e-003	0.2012	9.9000e-004	0.2022	0.0534	9.1000e-004	0.0543		166.6090	166.6090	4.4000e-003	4.4600e-003	168.0491
Total	0.0678	0.0447	0.5587	1.6300e-003	0.2012	9.9000e-004	0.2022	0.0534	9.1000e-004	0.0543		166.6090	166.6090	4.4000e-003	4.4600e-003	168.0491

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					7.6662	0.0000	7.6662	3.9400	0.0000	3.9400			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219
Total	2.6595	27.5242	18.2443	0.0381	7.6662	1.2660	8.9323	3.9400	1.1647	5.1047	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

3.3 Site Preparation - 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	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	0.0678	0.0447	0.5587	1.6300e-003	0.1855	9.9000e-004	0.1865	0.0495	9.1000e-004	0.0504		166.6090	166.6090	4.4000e-003	4.4600e-003	168.0491
Total	0.0678	0.0447	0.5587	1.6300e-003	0.1855	9.9000e-004	0.1865	0.0495	9.1000e-004	0.0504		166.6090	166.6090	4.4000e-003	4.4600e-003	168.0491

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	1.7109	17.9359	14.7507	0.0297	7.0826	0.7749	7.8575	3.4247	0.7129	4.1377		2,872.6910	2,872.6910	0.9291		2,895.9182

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

3.4 Grading - 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	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	0.0565	0.0372	0.4656	1.3600e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409
Total	0.0565	0.0372	0.4656	1.3600e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7622	0.0000	2.7622	1.3357	0.0000	1.3357			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	1.7109	17.9359	14.7507	0.0297	2.7622	0.7749	3.5371	1.3357	0.7129	2.0486	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

3.4 Grading - 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	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	0.0565	0.0372	0.4656	1.3600e-003	0.1546	8.3000e-004	0.1554	0.0413	7.6000e-004	0.0420		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409
Total	0.0565	0.0372	0.4656	1.3600e-003	0.1546	8.3000e-004	0.1554	0.0413	7.6000e-004	0.0420		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

3.5 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	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	0.0697	2.3711	0.9710	0.0115	0.4100	0.0169	0.4270	0.1181	0.0162	0.1343		1,231.255 1	1,231.255 1	0.0319	0.1820	1,286.271 2
Worker	0.6064	0.3994	4.9971	0.0146	1.7996	8.8900e-003	1.8085	0.4773	8.1800e-003	0.4855		1,490.225 2	1,490.225 2	0.0393	0.0399	1,503.105 7
Total	0.6761	2.7705	5.9682	0.0260	2.2096	0.0258	2.2355	0.5953	0.0244	0.6197		2,721.480 3	2,721.480 3	0.0712	0.2219	2,789.376 9

Mitigated Construction On-Site

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

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

3.5 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	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	0.0697	2.3711	0.9710	0.0115	0.3838	0.0169	0.4007	0.1116	0.0162	0.1278		1,231.255 1	1,231.255 1	0.0319	0.1820	1,286.271 2
Worker	0.6064	0.3994	4.9971	0.0146	1.6588	8.8900e-003	1.6677	0.4427	8.1800e-003	0.4509		1,490.225 2	1,490.225 2	0.0393	0.0399	1,503.105 7
Total	0.6761	2.7705	5.9682	0.0260	2.0426	0.0258	2.0684	0.5543	0.0244	0.5787		2,721.480 3	2,721.480 3	0.0712	0.2219	2,789.376 9

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.698 9	2,555.698 9	0.6044		2,570.807 7

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

3.5 Building Construction - 2024

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	0.0680	2.3919	0.9551	0.0113	0.4100	0.0167	0.4267	0.1181	0.0160	0.1340		1,214.3166	1,214.3166	0.0309	0.1794	1,268.5530
Worker	0.5647	0.3544	4.6587	0.0141	1.7996	8.5400e-003	1.8081	0.4773	7.8600e-003	0.4851		1,458.5719	1,458.5719	0.0357	0.0370	1,470.4882
Total	0.6327	2.7464	5.6139	0.0255	2.2096	0.0252	2.2348	0.5953	0.0238	0.6192		2,672.8885	2,672.8885	0.0665	0.2164	2,739.0412

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	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

3.5 Building Construction - 2024

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	0.0680	2.3919	0.9551	0.0113	0.3838	0.0167	0.4004	0.1116	0.0160	0.1276		1,214.3166	1,214.3166	0.0309	0.1794	1,268.5530
Worker	0.5647	0.3544	4.6587	0.0141	1.6588	8.5400e-003	1.6673	0.4427	7.8600e-003	0.4506		1,458.5719	1,458.5719	0.0357	0.0370	1,470.4882
Total	0.6327	2.7464	5.6139	0.0255	2.0426	0.0252	2.0678	0.5543	0.0238	0.5781		2,672.8885	2,672.8885	0.0665	0.2164	2,739.0412

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		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.2221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2548	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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 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	0.0565	0.0372	0.4656	1.3600e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409
Total	0.0565	0.0372	0.4656	1.3600e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409

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	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.2221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2548	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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 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	0.0565	0.0372	0.4656	1.3600e-003	0.1546	8.3000e-004	0.1554	0.0413	7.6000e-004	0.0420		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409
Total	0.0565	0.0372	0.4656	1.3600e-003	0.1546	8.3000e-004	0.1554	0.0413	7.6000e-004	0.0420		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.2221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2103	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.5472	2,207.5472	0.7140		2,225.3963

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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 - 2024

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	0.0526	0.0330	0.4340	1.3200e-003	0.1677	8.0000e-004	0.1685	0.0445	7.3000e-004	0.0452		135.8918	135.8918	3.3200e-003	3.4500e-003	137.0020
Total	0.0526	0.0330	0.4340	1.3200e-003	0.1677	8.0000e-004	0.1685	0.0445	7.3000e-004	0.0452		135.8918	135.8918	3.3200e-003	3.4500e-003	137.0020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.2221					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2103	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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 - 2024

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	0.0526	0.0330	0.4340	1.3200e-003	0.1546	8.0000e-004	0.1553	0.0413	7.3000e-004	0.0420		135.8918	135.8918	3.3200e-003	3.4500e-003	137.0020
Total	0.0526	0.0330	0.4340	1.3200e-003	0.1546	8.0000e-004	0.1553	0.0413	7.3000e-004	0.0420		135.8918	135.8918	3.3200e-003	3.4500e-003	137.0020

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	27.2937					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	27.4745	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

3.7 Architectural Coating - 2024

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	0.1123	0.0705	0.9260	2.8100e-003	0.3577	1.7000e-003	0.3594	0.0949	1.5600e-003	0.0964		289.9025	289.9025	7.0900e-003	7.3500e-003	292.2709
Total	0.1123	0.0705	0.9260	2.8100e-003	0.3577	1.7000e-003	0.3594	0.0949	1.5600e-003	0.0964		289.9025	289.9025	7.0900e-003	7.3500e-003	292.2709

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	27.2937					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	27.4745	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-South Coast County, Winter

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

3.7 Architectural Coating - 2024

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	0.1123	0.0705	0.9260	2.8100e-003	0.3297	1.7000e-003	0.3314	0.0880	1.5600e-003	0.0896		289.9025	289.9025	7.0900e-003	7.3500e-003	292.2709
Total	0.1123	0.0705	0.9260	2.8100e-003	0.3297	1.7000e-003	0.3314	0.0880	1.5600e-003	0.0896		289.9025	289.9025	7.0900e-003	7.3500e-003	292.2709

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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	1.1872	12.9673	14.2450	0.0892	5.6215	0.1360	5.7575	1.5394	0.1296	1.6690		9,470.101 1	9,470.101 1	0.3309	1.0689	9,796.896 2
Unmitigated	1.1872	12.9673	14.2450	0.0892	5.6215	0.1360	5.7575	1.5394	0.1296	1.6690		9,470.101 1	9,470.101 1	0.3309	1.0689	9,796.896 2

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
General Office Building	236.99	236.99	236.99	1,432,010	1,432,010
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	88.00	88.00	88.00	1,063,462	1,063,462
Total	324.99	324.99	324.99	2,495,473	2,495,473

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
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
General Office Building	16.60	8.40	6.90	100.00	0.00	0.00	100	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	33.20	0.00	0.00	100.00	100	0	0

4.4 Fleet Mix

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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
City Park	0.540566	0.056059	0.172680	0.136494	0.026304	0.007104	0.011680	0.017449	0.000554	0.000251	0.025076	0.000954	0.004830
General Office Building	0.577752	0.056059	0.172680	0.136494	0.026304	0.000000	0.000000	0.000000	0.000554	0.000251	0.025076	0.000000	0.004830
Parking Lot	0.540566	0.056059	0.172680	0.136494	0.026304	0.007104	0.011680	0.017449	0.000554	0.000251	0.025076	0.000954	0.004830
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.000000	0.000000	0.260000	0.220000	0.520000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0126	0.1149	0.0965	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.9025	137.9025	2.6400e-003	2.5300e-003	138.7220
NaturalGas Unmitigated	0.0126	0.1149	0.0965	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.9025	137.9025	2.6400e-003	2.5300e-003	138.7220

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	350.527	3.7800e-003	0.0344	0.0289	2.1000e-004		2.6100e-003	2.6100e-003		2.6100e-003	2.6100e-003		41.2385	41.2385	7.9000e-004	7.6000e-004	41.4836
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
Unrefrigerated Warehouse-No Rail	821.644	8.8600e-003	0.0806	0.0677	4.8000e-004		6.1200e-003	6.1200e-003		6.1200e-003	6.1200e-003		96.6640	96.6640	1.8500e-003	1.7700e-003	97.2384
Total		0.0126	0.1149	0.0965	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.9025	137.9025	2.6400e-003	2.5300e-003	138.7220

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.350527	3.7800e-003	0.0344	0.0289	2.1000e-004		2.6100e-003	2.6100e-003		2.6100e-003	2.6100e-003		41.2385	41.2385	7.9000e-004	7.6000e-004	41.4836
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
Unrefrigerated Warehouse-No Rail	0.821644	8.8600e-003	0.0806	0.0677	4.8000e-004		6.1200e-003	6.1200e-003		6.1200e-003	6.1200e-003		96.6640	96.6640	1.8500e-003	1.7700e-003	97.2384
Total		0.0126	0.1149	0.0965	6.9000e-004		8.7300e-003	8.7300e-003		8.7300e-003	8.7300e-003		137.9025	137.9025	2.6400e-003	2.5300e-003	138.7220

6.0 Area Detail

6.1 Mitigation Measures Area

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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	4.2404	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446
Unmitigated	4.2404	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446

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	0.4861					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7526					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8000e-003	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446
Total	4.2404	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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	0.4861					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7526					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8000e-003	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446
Total	4.2404	1.8000e-004	0.0195	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0419	0.0419	1.1000e-004		0.0446

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

Colton 2245 W Valley Blvd - Unmitigated - San Bernardino-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

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

	Project KSF	Forklifts	Hostlers
Warehouse	149.204	3	1

Statistical Measure	Number of Pallet Jacks/Forklifts at Facility per Thousand Square Feet of Building Area
Minimum	0.02
Maximum	0.4
Average	0.12

Source: *SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results* , June 2014, Table 9 Pallet Jack/Forklift Usage, page 9.
<http://www.aqmd.gov/docs/default-source/ceqa/handbook/high-cube-warehouse-trip-rate-study-for-air-quality-analysis/business-survey-summary.pdf>

Hostlers

3.6 hostlers per million sf

Emergency Backup Generator Emissions

365 24 8760

	Fuel Type	Quantity	HP	LF	Hours/Year per Unit	Hours per Day	HP-hr per day	Total hp-hr per year			
Standard Generator	Diesel	1	750	0.74	50	1	750	37,500			
	HC	ROG	TOG	CO	NO_x	CO₂	PM₁₀	PM_{2.5}	PM	SO_x	
Emissions Rates (g/hp-hr)	0.14	1.020583	1.124909	2.6	2.85	521.6311	0.15	0.15	0.15	0.00494	
Pounds/Day	0.23	1.69	1.86	4.30	4.71	862.50	0.25	0.25	0.25	0.01	
Tons/Year	0.01	0.04	0.05	0.11	0.12	21.56	0.01	0.01	0.01	0.00	
Metric tons/year						19.56					

Source: Emissions rates from CalEEMod Guide Appenix D, Table 12.1