

**Appendix A**  
Air Quality Assessment

Air Quality Assessment  
Ashley Expansion Project  
City of Colton, California



Prepared by:  
**Kimley-Horn and Associates, Inc.**

3880 Lemon Street, Suite 420  
Riverside, California 92501  
*Contact: Mr. Alex Pohlman*  
951.543.9868

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Appendix A: Air Quality and Greenhouse Gas Emissions 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 <sub>2</sub> S	hydrogen sulfide
Pb	lead
LST	local significance threshold
µg/m <sup>3</sup>	micrograms per cubic meter
mg/m <sup>3</sup>	milligrams per cubic meter
NAAQS	National Ambient Air Quality Standards
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	nitrogen oxide
O <sub>3</sub>	ozone
PM <sub>10</sub>	particulate matter less than 10 microns in diameter
PM <sub>2.5</sub>	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 <sub>4-2</sub>	sulfates
SO <sub>2</sub>	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 Ashley Expansion 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 Project site is located along Ashley Way, in the City of Colton (City), County of San Bernardino, California, on Assessor Parcel Numbers (APNs) 0276-131-92 and 0276-131-90. The Project is generally located in the eastern portion of the City, west of Interstate 215 (I-215), east of East Cooley Drive, approximately 0.43 miles south of Interstate 10 (I-10), and north of commercial and vacant land. Refer to [Exhibit 1, Regional Location Map](#) and [Exhibit 2, Local Vicinity Map](#).

The Project site is an approximately 8.56-acre site composed of two parcels. The Project site consists of two existing buildings located at 855 Ashley Way (southern building) and 755 Ashley Way (northern building) and is bounded by light industrial uses and East Cooley Drive to the north and west; Ashley Way, undeveloped land, and commercial uses to the south; and Ashley Way, I-215, and single-family residential uses to the east.

The Project site at the is zoned as General Commercial (C-2) at the 855 Ashley Way Building Lot and Light Industrial (M-1) at the 755 Ashley Way Building Lot. The 855 Ashley Way Building Lot has a General Plan land use designation of General Commercial and the 755 Ashley Way Building Lot has a General Plan land use designation of Light Industrial. The Project site is also located within the Business District Sign (BDS) Overlay.

## 1.2 Project Description

The proposed Project includes a 35,000 square foot addition to the existing 855 Ashley Way building which would result in a new total building area of 100,154 square feet. The Project would also require a lot line adjustment and partial demolition of two service bays at 755 Ashley Way. The 855 and 755 Ashley Way combined lot area is approximately 8.56 acres. Both buildings on the Project site are owned and operated by the Project Applicant. Refer to [Exhibit 3, Conceptual Site Plan](#).

### Site Access

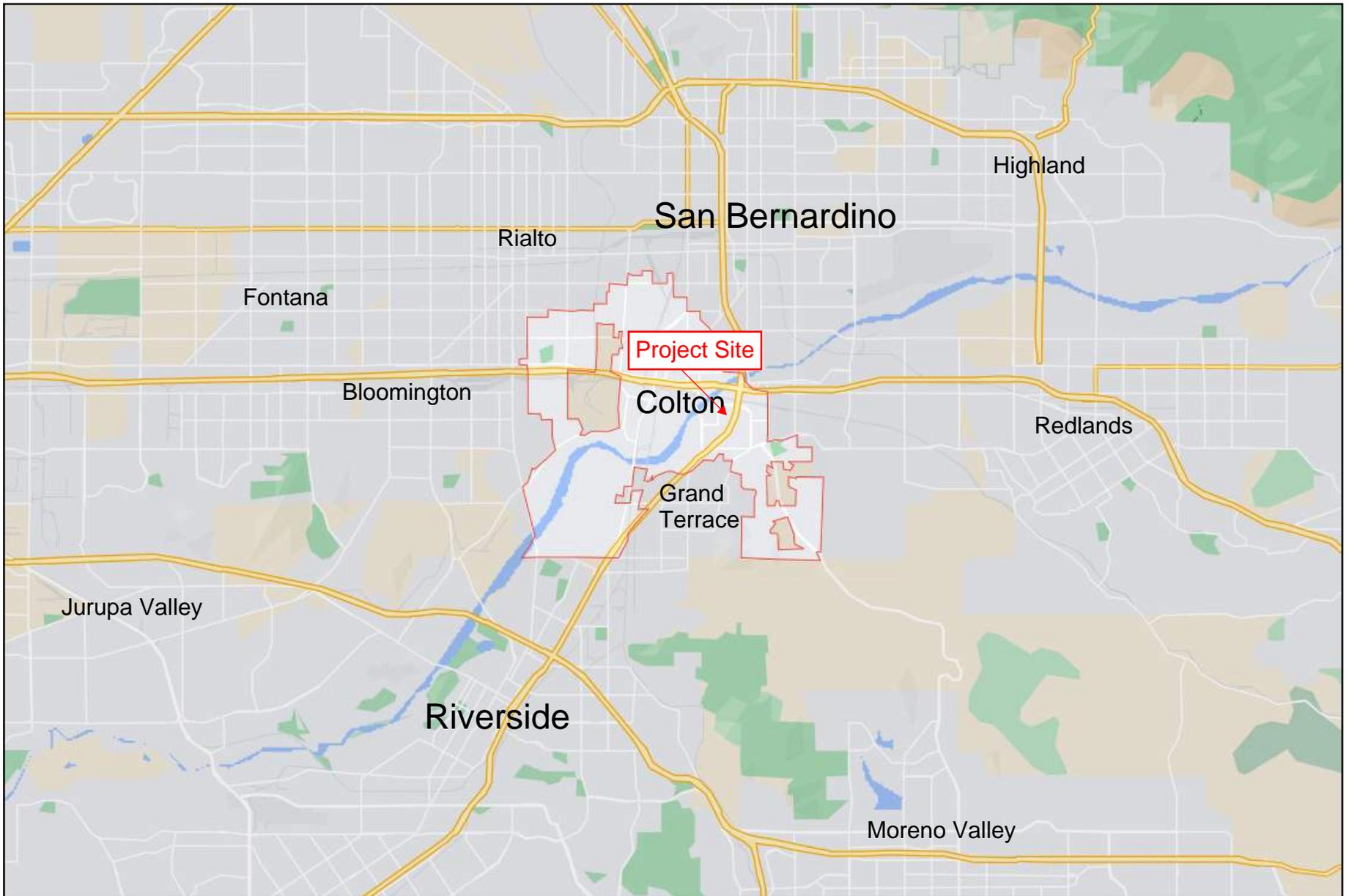
Vehicular egress and ingress to the Project site would occur via four driveways, one existing 30-foot-wide ingress and egress driveway on Ashley Way; one existing ingress and egress driveway on Ashley Way, south of the existing building at 855 Ashley Way; and two proposed driveways via Ashley way. Both existing buildings would have a shared parking and access agreement.

### Parking

The partial parking lot demolition/revisions would shift two existing site access aisles to accommodate the new parking layout. The Project would provide 363 parking spaces which also includes 17 compact parking spaces and eight handicap-accessible parking spaces.

**Project Phasing and Construction**

The Project is anticipated to be developed in one phase. Should the Project be approved, construction is anticipated to occur over a period of approximately 12 months.



Source: Google Maps

**Exhibit 1: Regional Location Map**  
City of Colton  
*Ashley Expansion Project*



**Kimley»Horn**



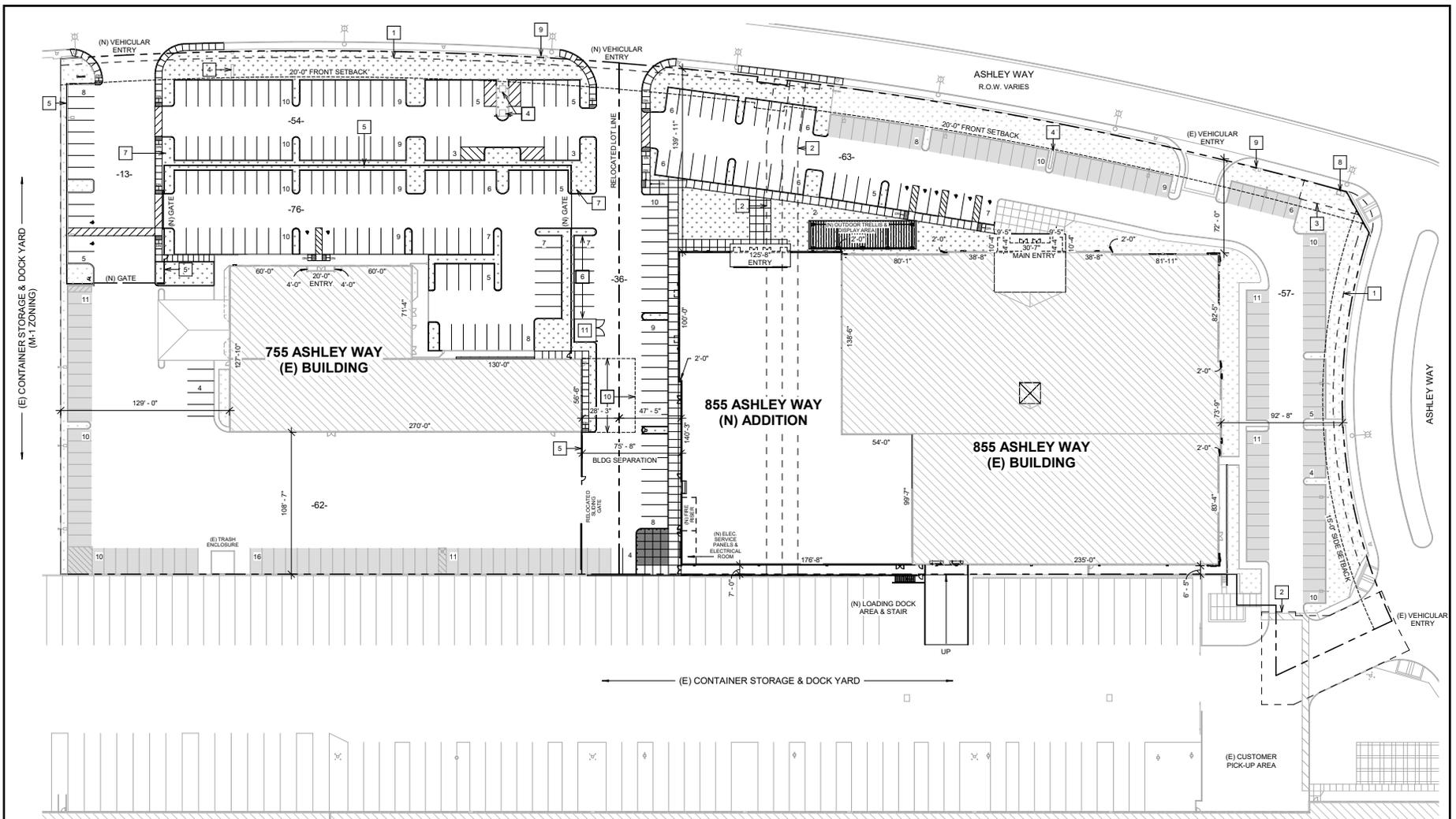
Source: San Bernardino County Parcel Viewer

**Exhibit 2: Local Vicinity Map**  
City of Colton  
*Ashley Expansion Project*



Not to Scale

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<b>PROPOSED LOT SIZES</b>		<b>(10% REDUCTION ALLOWED BY AHJ) = - 40 SPACES</b>		<b>LANDSCAPE AREA</b>	
855 ASHLEY WAY LOT =	220,482 SF (~5.06 ACRES)	<b>TOTAL REQUIRED PARKING = 360 SPACES</b>		COMBINED LOT AREA =	372,817 SF (~8.56 ACRES)
755 ASHLEY WAY LOT =	152,335 SF (~3.50 ACRES)	<b>TOTAL PARKING PROVIDED = 363 SPACES</b>		REQUIRED LANDSCAPE AREA =	55,923 SF
COMBINED LOT AREA =	372,817 SF (~8.56 ACRES)	<b>COMPACT PARKING SPACES ALLOWED = 72 SPACES MAX (20% OF REQUIRED PARKING)</b>		REQUIRED LANDSCAPE AREA =	(15% OF LOT AREA)
<b>PARKING CALCULATIONS</b>		<b>COMPACT PARKING SPACES PROVIDED = 17 SPACES</b>		<b>TOTAL LANDSCAPE AREA PROVIDED = 49,904 SF (13.4% OF LOT AREA)</b>	
(E) BUILDING AREA =	65,154 SF	<b>ACCESSIBLE PARKING REQUIRED = 8 SPACES (2% OF TOTAL REQUIRED PARKING)</b>			
(N) ADDITION AREA =	35,000 SF	<b>ACCESSIBLE PARKING PROVIDED = 8 SPACES</b>			
TOTAL BUILDING AREA =	100,154 SF				
REQUIRED PARKING =	400 SPACES				
(1/250 SF PARKING RATIO)					

Source: Architecture Design Collaborative. (2022). Proposed Site Plan

# Exhibit 3: Conceptual Site Plan

## City of Colton

### Ashley Expansion Project



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 perimeter<sup>1</sup>. 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

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<sup>1</sup> 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<sub>x</sub>), sulfur dioxide (SO<sub>2</sub>), coarse particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and lead are primary air pollutants. Of these, CO, NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are primary criteria pollutants. ROG and NO<sub>x</sub> are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O<sub>3</sub>) is formed by a chemical reaction between ROG and NO<sub>x</sub> in the presence of sunlight. O<sub>3</sub> and nitrogen dioxide (NO<sub>2</sub>) 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](#).

<b>Pollutant</b>	<b>Major Man-Made Sources</b>	<b>Human Health Effects</b>
Particulate Matter (PM <sub>10</sub> and PM <sub>2.5</sub> )	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 <sub>3</sub> )	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC) <sup>1</sup> and nitrogen oxides (NO <sub>x</sub> ) 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 <sub>2</sub> )	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 <sub>2</sub> )	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 <sub>3</sub> . 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,

<b>Pollutant</b>	<b>Major Man-Made Sources</b>	<b>Human Health Effects</b>
	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:		
<sup>1</sup> 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, <a href="http://www.capcoa.org/health-effects/">http://www.capcoa.org/health-effects/</a> , Accessed November 17, 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 O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the San Bernardino Monitoring Station (located approximately 3.6 miles to the southwest).<sup>2</sup> 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.

<b>Table 2: Ambient Air Quality Data</b>			
<b>Criteria Pollutant</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>Ozone (O<sub>3</sub>)<sup>1</sup></b>			
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
<b>Carbon Monoxide (CO)<sup>1</sup></b>			
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
<b>Nitrogen Dioxide (NO<sub>2</sub>)<sup>1</sup></b>			
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
<b>Particulate Matter Less Than 10 Microns (PM<sub>10</sub>)<sup>1</sup></b>			
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 <sup>3</sup> )	30.5	—	31.7
<i>Number of Days Standard Exceeded</i>			
NAAQS 24-hour (>150 µg/m <sup>3</sup> )	0	1	1
CAAQS 24-hour (>50 µg/m <sup>3</sup> )	4	8	4
<b>Particulate Matter Less Than 2.5 Microns (PM<sub>2.5</sub>)<sup>1</sup></b>			
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 <sup>3</sup> )	1	2	1
Notes: NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m <sup>3</sup> = micrograms per cubic meter; — = not measured <sup>1</sup> 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 ( <a href="https://www.arb.ca.gov/adam">https://www.arb.ca.gov/adam</a> ) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System ( <a href="https://www.arb.ca.gov/aqmis2/aqselect.php">https://www.arb.ca.gov/aqmis2/aqselect.php</a> ).			

## 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 surrounding the Project consist mostly commercial and light industrial. The nearest sensitive receptors

<sup>2</sup> California Air Resources Board. 2022. Air Monitoring Sites – Interactive Map. <https://ww2.arb.ca.gov/applications/air-monitoring-sites-interactive-map>.

are single family homes located approximately 400 feet (122 meters) to the east of the Project, on the opposite side of I-215. There is also a Kaiser Permanente medical center located approximately 1,250 feet (381 meters) to the west of the Project.

### 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 O<sub>3</sub>, NO<sub>2</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, 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 4](#), 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 4](#).

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

Notes:

ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter; mg/m<sup>3</sup> = milligrams per cubic meter; – = no information available.

<sup>1</sup> California standards for O<sub>3</sub>, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM<sub>10</sub>, 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 PM<sub>10</sub> 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.

<sup>2</sup> National standards shown are the "primary standards" designed to protect public health. National standards other than for O<sub>3</sub>, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O<sub>3</sub> 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 O<sub>3</sub> standard is attained when the 3-year average of the 4<sup>th</sup> highest daily concentrations is 0.070 ppm or less. The 24-hour PM<sub>10</sub> standard is attained when the 3-year average of the 99<sup>th</sup> percentile of monitored concentrations is less than 150 µg/m<sup>3</sup>. The 24-hour PM<sub>2.5</sub> standard is attained when the 3-year average of 98<sup>th</sup> percentiles is less than 35 µg/m<sup>3</sup>.

<sup>3</sup> 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 PM<sub>10</sub> is met if the 3-year average falls below the standard at every site. The annual PM<sub>2.5</sub> 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.

<sup>4</sup> On October 1, 2015, the national 8-hour O<sub>3</sub> 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 O<sub>3</sub> 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 O<sub>3</sub> level in the area.

<sup>5</sup> The national 1-hour O<sub>3</sub> standard was revoked by the EPA on June 15, 2005.

<sup>6</sup> In June 2002, CARB established new annual standards for PM<sub>2.5</sub> and PM<sub>10</sub>.

<sup>7</sup> The 8-hour California O<sub>3</sub> standard was approved by the CARB on April 28, 2005, and became effective on May 17, 2006.

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

<sup>9</sup> In December 2012, EPA strengthened the annual PM<sub>2.5</sub> NAAQS from 15.0 to 12.0 µg/m<sup>3</sup>. In December 2014, the EPA issued final area designations for the 2012 primary annual PM<sub>2.5</sub> 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.

<sup>10</sup> 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.

<sup>11</sup> 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*, 2016; California Air Resources Board, *Ambient Air Quality Standards*, November 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 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017. 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<sub>2.5</sub> air quality standard, and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O<sub>3</sub> 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 O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> CAAQS, as well as the 8-hour O<sub>3</sub> and PM<sub>2.5</sub> NAAQS. The SCAB is designated as attainment or unclassified for the remaining CAAQS and NAAQS.

<b>Pollutant</b>	<b>State</b>	<b>Federal</b>
Ozone (O <sub>3</sub> ) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O <sub>3</sub> ) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter (PM <sub>2.5</sub> ) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter (PM <sub>2.5</sub> ) (Annual Standard)	Non-Attainment	Non-Attainment (Moderate)
Particulate Matter (PM <sub>10</sub> ) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM <sub>10</sub> ) (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 <sub>2</sub> ) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO <sub>2</sub> ) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO <sub>2</sub> ) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO <sub>2</sub> ) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	–	Unclassifiable/Attainment
Lead (Pb) (3 Month Standard)	Attainment	–
Sulfates (SO <sub>4-2</sub> ) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H <sub>2</sub> S) (1 Hour Standard)	Unclassified	–

Source: South Coast Air Quality Management District, *Air Quality Management Plan*, 2016; 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 PM<sub>10</sub> emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM<sub>10</sub> 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.

### 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](#).

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 <sub>x</sub> )	100	55
Sulfur Oxides (SO <sub>x</sub> )	150	150
Coarse Particulates (PM <sub>10</sub> )	150	150
Fine Particulates (PM <sub>2.5</sub> )	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 above the CAAQS and NAAQS for CO standards are (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 LSTs for emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> 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 100 meters from the Project.

Table 6: Localized Significance Thresholds for Construction/Operations				
Project Size	Maximum Pounds Per Day			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
1 Acre	211/211	2,141/2,141	33/8	9/3
2 Acres	263/263	2,738/2,738	42/10	12/3
5 Acres	378/378	4,142/4,142	65/16	17/5
NO <sub>x</sub> = Nitrogen Oxides; CO = Carbon Monoxide; PM <sub>10</sub> = Particulate Matter 10 microns in diameter or less; PM <sub>2.5</sub> = Particulate Matter 2.5 microns in diameter or less				
Note: Based on a sensitive receptor distance of 100 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: October 2022
- Site Preparation: January 1, 2023, to June 1, 2023
- Grading: January 1, 2023, to August 1, 2023
- Building Construction and Infrastructure: March 1, 2023, to October 1, 2023
- Paving: January 1, 2023, to October 1, 2023

- Architectural Coating: May 1, 2023, to June 1, 2023

## 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 that were previously not present on the site. 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. It should be noted that the default area source VOC emission factor developed for CalEEMod is based on a statewide factor and is not applicable to the project. The entire Project would not use consumer products as specified by CalEEMod user guide. However, these emissions are conservatively included in the default emissions calculations.
- **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 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<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are all pollutants of regional concern. NO<sub>x</sub> and ROG react with sunlight to form O<sub>3</sub>, known as photochemical smog. Additionally, wind currents readily transport PM<sub>10</sub> and PM<sub>2.5</sub>. 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 Traffic Study for the Ashley Furniture Expansion Project and incorporated into CalEEMod as recommended by the SCAQMD. The Project generated traffic was obtained from the Project's Traffic Study prepared by Kimley-Horn and Associates (November 2022). Project trip generation from the Trip Generation Analysis is based on the following Institute of Transportation Engineers (ITE) land use category:

- ITE Land Use 869: Discount Home Furnishing Superstore, (35,000 thousand square feet, 700 total daily vehicle trips).

The Project would generate 700 daily trips, which includes 20 trips (13 inbound and 7 outbound) during the AM peak hour and 55 trips (29 inbound and 26 outbound) during the PM peak hour. Passenger car/employee commute trip lengths use CalEEMod default lengths for projects in San Bernardino County.

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 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 that demonstrates the means to attain the NAAQS. The State Implementation Plan 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 2016 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving CAAQS and NAAQS. The 2016 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](#), and [Table 10](#) below, the Project would not exceed the construction standards, operational standards, or local 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 a General Plan

Amendment (GPA) or a Zone Change and the project 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 for growth in the General Plan or job growth projections used by the SCAQMD to develop the AQMP. Thus, a less than significant impact would occur no impact would occur, as the Project is also consistent with the second criterion.

**Mitigation Measures:** No mitigation is required.

**Level of Significance:** Less than significant impact.

**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 O<sub>3</sub>-precursor pollutants (i.e. ROG and NO<sub>x</sub>) and PM<sub>10</sub> and PM<sub>2.5</sub>. 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](#).

<b>Table 7: Construction-Related Emissions</b>						
Construction Year	Maximum Pounds Per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2022	1.76	17.53	14.62	0.03	2.41	1.06
2023	18.8	46.6	40.4	0.08	16.0	8.50
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Exceed SCAQMD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
ROG = Reactive Organic Gases; NO <sub>x</sub> = Nitrogen Oxides; CO = Carbon Monoxide; SO <sub>2</sub> = Sulfur Dioxide; PM <sub>10</sub> = Particulate Matter 10 microns in diameter or less; PM <sub>2.5</sub> = Particulate Matter 2.5 microns in diameter or less						
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. No mitigation was applied to construction equipment. Refer to <a href="#">Appendix A</a> for Model Data Outputs.						
Source: CalEEMod version 2020.4.0. Refer to <a href="#">Appendix A</a> for model outputs.						

SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Standard Condition (SC) AQ-1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM<sub>10</sub> and PM<sub>2.5</sub> concentrations. While impacts would be considered less than significant, the proposed Project would be subject to the SCAQMD Rules for reducing fugitive dust, described in the Regulatory Framework subsection above and identified in Standard Conditions SC AQ-1.

Rule 1113 provides specifications on painting practices and regulates the ROG content of paint. As required by law, all architectural coatings for the Project structures would comply with SCAQMD Rule 1113.

As shown in [Table 7](#), all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules 402, and 403, described in the Regulatory Framework subsection above and required by SC AQ-1.

### 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](#). Note that emissions rates differ from summer to winter due to the formulation of fuel in California for winter and summer blends. As shown in [Table 8](#), the Project emissions would not exceed SCAQMD thresholds for any criteria air pollutants. As such, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. Therefore, regional operations emissions would result in a less than significant long-term regional air quality impact.

<b>Table 8: Operational Emissions</b>						
Source	Maximum Pounds Per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Source Emissions	0.74	>0.01	>0.01	0.00	>0.01	>0.01
Energy Emissions	>0.01	0.021	0.02	>0.01	>0.01	>0.01
Mobile Emissions	1.81	1.73	11.6	0.02	2.04	0.56
<b>Total Emissions</b>	<b>2.55</b>	<b>1.75</b>	<b>11.60</b>	<b>0.02</b>	<b>2.04</b>	<b>0.56</b>
<i>SCAQMD Threshold</i>	55	55	550	150	150	55
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<small>ROG = Reactive Organic Gases; NO<sub>x</sub> = Nitrogen Oxides; CO = Carbon Monoxide; SO<sub>2</sub> = Sulfur Dioxide; PM<sub>10</sub> = Particulate Matter 10 microns in diameter or less; PM<sub>2.5</sub> = Particulate Matter 2.5 microns in diameter or less</small>						
<small>Source: CalEEMod version 2020.4.0. Refer to Appendix A for model outputs.</small>						

### Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> for the CAAQS and nonattainment for O<sub>3</sub> and PM<sub>2.5</sub> 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.

#### **Laws, Ordinances, and Regulations:**

The following includes existing requirements that are based on local, State, or federal regulations or laws that are frequently required independent of CEQA review. Typical standard conditions and requirements include compliance with the provisions of the Building Code, SCAQMD Rules, etc. The City may impose additional conditions during the approval process, as appropriate. Because these requirements are neither project specific nor a result of project development, they are not Mitigation Measures.

**SC AQ-1** Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulate emissions. The measures include, but are not limited to, the following:

- 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.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- 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.

**Mitigation Measures:** No mitigation is required.

**Level of Significance:** Less than significant impact.

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

##### **Localized Construction Significance Analysis**

The nearest sensitive receptors are single family homes located approximately 400 feet (122 meters) to the east of the Project, on the opposite side of I-215. There is also a Kaiser Permanente medical center located approximately 1,250 feet (381 meters) to the west 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, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. 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 2.0 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 1.5-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
	Dozers	1	0.5	8	0.5
	Scrapers	0	1	8	0
<b>Total Acres Graded per Day</b>					<b>2</b>

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 single family homes located approximately 400 feet (122 meters) to the east of the Project, on the opposite side of I-215. There is also a Kaiser Permanente medical center located approximately 1,250 feet (381 meters) to the west 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 100 meters were conservatively 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.

Construction Activity	Maximum Pounds Per Day			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Demolition (2022)	<b>16.62</b>	<b>13.9</b>	<b>1.35</b>	<b>0.86</b>
Site Preparation (2023)	<b>12.42</b>	<b>6.64</b>	<b>2.95</b>	<b>1.63</b>
Grading (2023)	14.46	8.70	3.36	1.89
Building Remodel (2023)	11.71	12.6	0.51	0.49
Paving (2023)	6.23	8.80	0.31	0.28
Painting (2023)	1.30	1.81	0.07	0.07
<i>SCAQMD Localized Screening Threshold (adjusted for 2 acres at 122 meters)</i>	<i>288</i>	<i>3,532</i>	<i>51</i>	<i>15</i>
<b>Exceed SCAQMD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
NO <sub>x</sub> = Nitrogen Oxides; CO = Carbon Monoxide; PM <sub>10</sub> = Particulate Matter 10 microns in diameter or less; PM <sub>2.5</sub> = Particulate Matter 2.5 microns in diameter or less				
Note: * Site Preparation, Garding, Building Remodel, Paving, and Painting activities could occur on the same day, therefore these emissions are added together to show a daily maximum.				
Source: CalEEMod version 2020.4.0. Refer to <a href="#">Appendix A</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). Although the Project is not a warehouse, the operational phase LST protocol is conservatively applied to both the area source and energy emissions.

LSTs thresholds for receptors located at 122 meters in SRA 34 were utilized in this analysis because the closest sensitive receptors to the Project area are single family homes located approximately 400 feet (122 meters) to the east of the Project, on the opposite side of I-215. Although the Project area is approximately 1.21 acres (including building expansion and parking lot improvements), the 1-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, the emissions shown in [Table 11: Localized Significance of Operational Emissions](#) include all on-site Project-related emissions from area and energy sources. [Table 11](#) shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors.

Activity	Nitrogen Oxides (NO <sub>x</sub> )	Carbon Monoxide (CO)	Coarse Particulate Matter (PM <sub>10</sub> )	Fine Particulate Matter (PM <sub>2.5</sub> )
On-Site Emissions <sup>1</sup>	0.02	0.02	<0.01	<0.01
<i>SCAQMD Localized Screening Threshold (adjusted for 1-acre at 122 meters)</i>	<i>211</i>	<i>2,141</i>	<i>8</i>	<i>3</i>
<b>Exceed SCAQMD Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
1. Includes all on-site area source and energy emissions.				
Source: CalEEMod version 2020.4.0. Refer to <a href="#">Appendix A</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.5<sup>th</sup>, 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 Program<sup>3</sup> 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<sub>x</sub> 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.

According to the SCAQMD's 2016 AQMP, ozone, NO<sub>x</sub>, 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<sub>x</sub> 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<sub>x</sub> emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2016 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour ozone standard in 2023 would lead to sufficient NO<sub>x</sub> emission reductions to attain the 1-hour ozone standard by 2022. In addition, since NO<sub>x</sub> emissions also lead to the formation of PM<sub>2.5</sub>, the NO<sub>x</sub> reductions needed to meet the ozone standards will likewise lead to improved PM<sub>2.5</sub> levels and attainment of PM<sub>2.5</sub> standards.

The SCAQMD's air quality modeling demonstrates that NO<sub>x</sub> reductions prove to be much more effective in reducing ozone levels and will also lead to significant improvement in PM<sub>2.5</sub> concentrations. NO<sub>x</sub>-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<sub>x</sub> 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<sub>x</sub> emissions levels achievable but there are opportunities to require

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<sup>3</sup> 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)]

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.

The 2016 AQMD also emphasizes that beginning in 2012, continued implementation of previously adopted regulations will lead to NO<sub>x</sub> emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO<sub>x</sub> from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO<sub>x</sub> reductions from stationary sources achieved in the decades prior to 2008.

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](#)). 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 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 700 additional vehicle trips attributable to the Project. Therefore, impacts would be less than significant.

**Mitigation Measures:** No mitigation is required.

**Level of Significance:** Less than significant impact.

**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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# Appendix A

## Air Quality Modeling Data

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Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

**Ashely Furniture Expansion Project  
San Bernardino-South Coast County, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Home Improvement Superstore	35.00	1000sqft	0.80	35,000.00	0
Parking Lot	17.68	1000sqft	0.41	17,675.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	32
<b>Climate Zone</b>	10			<b>Operational Year</b>	2023
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	390.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

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

- Project Characteristics -
- Land Use -
- Construction Phase - This is based on the Constrcution Schedule and Phasing
- Grading -
- Demolition -
- Vehicle Trips - Traffic Study -  $700/35 = 20$
- Area Coating - SCAQMD Rule 1113
- Construction Off-road Equipment Mitigation - SCAQMD Rule 403
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation -
- Area Mitigation - SCAQMD Rule 1113

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

Water Mitigation - Cal Green Building Code

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	24.00
tblConstructionPhase	NumDays	200.00	153.00
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	NumDays	4.00	153.00
tblConstructionPhase	NumDays	10.00	195.00
tblConstructionPhase	NumDays	2.00	109.00
tblConstructionPhase	PhaseEndDate	9/11/2023	6/1/2023
tblConstructionPhase	PhaseEndDate	8/14/2023	10/1/2023
tblConstructionPhase	PhaseEndDate	10/28/2022	12/31/2022
tblConstructionPhase	PhaseEndDate	11/7/2022	8/2/2023
tblConstructionPhase	PhaseEndDate	8/28/2023	10/1/2023
tblConstructionPhase	PhaseEndDate	11/1/2022	6/1/2023
tblConstructionPhase	PhaseStartDate	8/29/2023	5/1/2023
tblConstructionPhase	PhaseStartDate	11/8/2022	3/1/2023
tblConstructionPhase	PhaseStartDate	11/2/2022	1/1/2023
tblConstructionPhase	PhaseStartDate	8/15/2023	1/1/2023
tblConstructionPhase	PhaseStartDate	10/29/2022	1/1/2023
tblVehicleTrips	ST_TR	56.72	20.00
tblVehicleTrips	SU_TR	55.80	20.00
tblVehicleTrips	WD_TR	30.74	20.00

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.7669	17.4827	14.7108	0.0290	1.5629	0.8473	2.4103	0.2662	0.7919	1.0581	0.0000	2,847.2035	2,847.2035	0.6123	0.0649	2,881.8550
2023	18.7771	46.5846	40.7337	0.0834	14.0074	2.0108	16.0182	6.6052	1.8801	8.4853	0.0000	7,960.1882	7,960.1882	1.9701	0.0385	8,020.9075
<b>Maximum</b>	<b>18.7771</b>	<b>46.5846</b>	<b>40.7337</b>	<b>0.0834</b>	<b>14.0074</b>	<b>2.0108</b>	<b>16.0182</b>	<b>6.6052</b>	<b>1.8801</b>	<b>8.4853</b>	<b>0.0000</b>	<b>7,960.1882</b>	<b>7,960.1882</b>	<b>1.9701</b>	<b>0.0649</b>	<b>8,020.9075</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.7669	17.4827	14.7108	0.0290	0.7444	0.8473	1.5917	0.1405	0.7919	0.9324	0.0000	2,847.2035	2,847.2035	0.6123	0.0649	2,881.8550
2023	18.7771	46.5846	40.7337	0.0834	5.8153	2.0108	7.8261	2.6713	1.8801	4.5514	0.0000	7,960.1882	7,960.1882	1.9701	0.0385	8,020.9075
<b>Maximum</b>	<b>18.7771</b>	<b>46.5846</b>	<b>40.7337</b>	<b>0.0834</b>	<b>5.8153</b>	<b>2.0108</b>	<b>7.8261</b>	<b>2.6713</b>	<b>1.8801</b>	<b>4.5514</b>	<b>0.0000</b>	<b>7,960.1882</b>	<b>7,960.1882</b>	<b>1.9701</b>	<b>0.0649</b>	<b>8,020.9075</b>

## Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	57.87	0.00	48.90	59.08	0.00	42.54	0.00	0.00	0.00	0.00	0.00	0.00

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7456	5.0000e-005	5.3800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0115	0.0115	3.0000e-005		0.0123
Energy	2.2800e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.8187	24.8187	4.8000e-004	4.6000e-004	24.9662
Mobile	1.8091	1.6314	11.5786	0.0215	2.0233	0.0175	2.0408	0.5397	0.0164	0.5560		2,189.745 1	2,189.745 1	0.1600	0.1248	2,230.946 5
<b>Total</b>	<b>2.5569</b>	<b>1.6521</b>	<b>11.6013</b>	<b>0.0216</b>	<b>2.0233</b>	<b>0.0191</b>	<b>2.0424</b>	<b>0.5397</b>	<b>0.0179</b>	<b>0.5576</b>		<b>2,214.575 3</b>	<b>2,214.575 3</b>	<b>0.1606</b>	<b>0.1253</b>	<b>2,255.925 0</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7456	5.0000e-005	5.3800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0115	0.0115	3.0000e-005		0.0123
Energy	2.2800e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.8187	24.8187	4.8000e-004	4.6000e-004	24.9662
Mobile	1.8091	1.6314	11.5786	0.0215	2.0233	0.0175	2.0408	0.5397	0.0164	0.5560		2,189.745 1	2,189.745 1	0.1600	0.1248	2,230.946 5
<b>Total</b>	<b>2.5569</b>	<b>1.6521</b>	<b>11.6013</b>	<b>0.0216</b>	<b>2.0233</b>	<b>0.0191</b>	<b>2.0424</b>	<b>0.5397</b>	<b>0.0179</b>	<b>0.5576</b>		<b>2,214.575 3</b>	<b>2,214.575 3</b>	<b>0.1606</b>	<b>0.1253</b>	<b>2,255.925 0</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

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

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2022	12/31/2022	5	65	
2	Site Preparation	Site Preparation	1/1/2023	6/1/2023	5	109	
3	Grading	Grading	1/1/2023	8/2/2023	5	153	
4	Building Construction	Building Construction	3/1/2023	10/1/2023	5	153	
5	Paving	Paving	1/1/2023	10/1/2023	5	195	
6	Architectural Coating	Architectural Coating	5/1/2023	6/1/2023	5	24	

**Acres of Grading (Site Preparation Phase): 102.19**

**Acres of Grading (Grading Phase): 153**

**Acres of Paving: 0.41**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 52,500; Non-Residential Outdoor: 17,500; Striped Parking Area: 1,061 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

**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	5	13.00	0.00	394.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	19.00	9.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

**3.2 Demolition - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.3115	0.0000	1.3115	0.1986	0.0000	0.1986			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
<b>Total</b>	<b>1.6889</b>	<b>16.6217</b>	<b>13.9605</b>	<b>0.0241</b>	<b>1.3115</b>	<b>0.8379</b>	<b>2.1494</b>	<b>0.1986</b>	<b>0.7829</b>	<b>0.9815</b>		<b>2,323.4168</b>	<b>2,323.4168</b>	<b>0.5921</b>		<b>2,338.2191</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

**3.2 Demolition - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0229	0.8261	0.2156	3.5700e-003	0.1062	8.6800e-003	0.1148	0.0291	8.3000e-003	0.0374		388.2204	388.2204	0.0166	0.0615	406.9691
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	0.0550	0.0349	0.5348	1.3400e-003	0.1453	7.6000e-004	0.1461	0.0385	7.0000e-004	0.0392		135.5663	135.5663	3.5500e-003	3.4000e-003	136.6669
<b>Total</b>	<b>0.0780</b>	<b>0.8610</b>	<b>0.7504</b>	<b>4.9100e-003</b>	<b>0.2515</b>	<b>9.4400e-003</b>	<b>0.2609</b>	<b>0.0677</b>	<b>9.0000e-003</b>	<b>0.0767</b>		<b>523.7867</b>	<b>523.7867</b>	<b>0.0202</b>	<b>0.0649</b>	<b>543.6359</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5115	0.0000	0.5115	0.0774	0.0000	0.0774			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
<b>Total</b>	<b>1.6889</b>	<b>16.6217</b>	<b>13.9605</b>	<b>0.0241</b>	<b>0.5115</b>	<b>0.8379</b>	<b>1.3494</b>	<b>0.0774</b>	<b>0.7829</b>	<b>0.8603</b>	<b>0.0000</b>	<b>2,323.4168</b>	<b>2,323.4168</b>	<b>0.5921</b>		<b>2,338.2191</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

**3.2 Demolition - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0229	0.8261	0.2156	3.5700e-003	0.0989	8.6800e-003	0.1076	0.0273	8.3000e-003	0.0356		388.2204	388.2204	0.0166	0.0615	406.9691
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	0.0550	0.0349	0.5348	1.3400e-003	0.1339	7.6000e-004	0.1347	0.0358	7.0000e-004	0.0365		135.5663	135.5663	3.5500e-003	3.4000e-003	136.6669
<b>Total</b>	<b>0.0780</b>	<b>0.8610</b>	<b>0.7504</b>	<b>4.9100e-003</b>	<b>0.2329</b>	<b>9.4400e-003</b>	<b>0.2423</b>	<b>0.0631</b>	<b>9.0000e-003</b>	<b>0.0721</b>		<b>523.7867</b>	<b>523.7867</b>	<b>0.0202</b>	<b>0.0649</b>	<b>543.6359</b>

**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					6.2636	0.0000	6.2636	3.0038	0.0000	3.0038			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668		1,666.0573	1,666.0573	0.5388		1,679.5282
<b>Total</b>	<b>1.1339</b>	<b>12.4250</b>	<b>6.6420</b>	<b>0.0172</b>	<b>6.2636</b>	<b>0.5074</b>	<b>6.7710</b>	<b>3.0038</b>	<b>0.4668</b>	<b>3.4706</b>		<b>1,666.0573</b>	<b>1,666.0573</b>	<b>0.5388</b>		<b>1,679.5282</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0313	0.0189	0.3009	8.0000e-004	0.0894	4.4000e-004	0.0899	0.0237	4.1000e-004	0.0241		80.7209	80.7209	1.9500e-003	1.9200e-003	81.3425
<b>Total</b>	<b>0.0313</b>	<b>0.0189</b>	<b>0.3009</b>	<b>8.0000e-004</b>	<b>0.0894</b>	<b>4.4000e-004</b>	<b>0.0899</b>	<b>0.0237</b>	<b>4.1000e-004</b>	<b>0.0241</b>		<b>80.7209</b>	<b>80.7209</b>	<b>1.9500e-003</b>	<b>1.9200e-003</b>	<b>81.3425</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4428	0.0000	2.4428	1.1715	0.0000	1.1715			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282
<b>Total</b>	<b>1.1339</b>	<b>12.4250</b>	<b>6.6420</b>	<b>0.0172</b>	<b>2.4428</b>	<b>0.5074</b>	<b>2.9502</b>	<b>1.1715</b>	<b>0.4668</b>	<b>1.6383</b>	<b>0.0000</b>	<b>1,666.0573</b>	<b>1,666.0573</b>	<b>0.5388</b>		<b>1,679.5282</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0313	0.0189	0.3009	8.0000e-004	0.0824	4.4000e-004	0.0829	0.0220	4.1000e-004	0.0224		80.7209	80.7209	1.9500e-003	1.9200e-003	81.3425
<b>Total</b>	<b>0.0313</b>	<b>0.0189</b>	<b>0.3009</b>	<b>8.0000e-004</b>	<b>0.0824</b>	<b>4.4000e-004</b>	<b>0.0829</b>	<b>0.0220</b>	<b>4.1000e-004</b>	<b>0.0224</b>		<b>80.7209</b>	<b>80.7209</b>	<b>1.9500e-003</b>	<b>1.9200e-003</b>	<b>81.3425</b>

**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	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
<b>Total</b>	<b>1.3330</b>	<b>14.4676</b>	<b>8.7038</b>	<b>0.0206</b>	<b>7.0826</b>	<b>0.6044</b>	<b>7.6869</b>	<b>3.4247</b>	<b>0.5560</b>	<b>3.9807</b>		<b>1,995.6147</b>	<b>1,995.6147</b>	<b>0.6454</b>		<b>2,011.7503</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0391	0.0236	0.3761	1.0000e-003	0.1118	5.5000e-004	0.1123	0.0296	5.1000e-004	0.0302		100.9011	100.9011	2.4400e-003	2.4000e-003	101.6781
<b>Total</b>	<b>0.0391</b>	<b>0.0236</b>	<b>0.3761</b>	<b>1.0000e-003</b>	<b>0.1118</b>	<b>5.5000e-004</b>	<b>0.1123</b>	<b>0.0296</b>	<b>5.1000e-004</b>	<b>0.0302</b>		<b>100.9011</b>	<b>100.9011</b>	<b>2.4400e-003</b>	<b>2.4000e-003</b>	<b>101.6781</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7622	0.0000	2.7622	1.3357	0.0000	1.3357			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
<b>Total</b>	<b>1.3330</b>	<b>14.4676</b>	<b>8.7038</b>	<b>0.0206</b>	<b>2.7622</b>	<b>0.6044</b>	<b>3.3666</b>	<b>1.3357</b>	<b>0.5560</b>	<b>1.8917</b>	<b>0.0000</b>	<b>1,995.6147</b>	<b>1,995.6147</b>	<b>0.6454</b>		<b>2,011.7503</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0391	0.0236	0.3761	1.0000e-003	0.1030	5.5000e-004	0.1036	0.0275	5.1000e-004	0.0280		100.9011	100.9011	2.4400e-003	2.4000e-003	101.6781
<b>Total</b>	<b>0.0391</b>	<b>0.0236</b>	<b>0.3761</b>	<b>1.0000e-003</b>	<b>0.1030</b>	<b>5.5000e-004</b>	<b>0.1036</b>	<b>0.0275</b>	<b>5.1000e-004</b>	<b>0.0280</b>		<b>100.9011</b>	<b>100.9011</b>	<b>2.4400e-003</b>	<b>2.4000e-003</b>	<b>101.6781</b>

**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	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
<b>Total</b>	<b>1.5233</b>	<b>11.7104</b>	<b>12.6111</b>	<b>0.0221</b>		<b>0.5145</b>	<b>0.5145</b>		<b>0.4968</b>	<b>0.4968</b>		<b>2,001.7877</b>	<b>2,001.7877</b>	<b>0.3399</b>		<b>2,010.2858</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0105	0.3157	0.1325	1.6100e-003	0.0577	2.3700e-003	0.0600	0.0166	2.2700e-003	0.0189		172.7264	172.7264	4.5100e-003	0.0255	180.4403
Worker	0.0743	0.0448	0.7146	1.9000e-003	0.2124	1.0500e-003	0.2134	0.0563	9.6000e-004	0.0573		191.7121	191.7121	4.6400e-003	4.5600e-003	193.1883
<b>Total</b>	<b>0.0848</b>	<b>0.3605</b>	<b>0.8470</b>	<b>3.5100e-003</b>	<b>0.2700</b>	<b>3.4200e-003</b>	<b>0.2735</b>	<b>0.0729</b>	<b>3.2300e-003</b>	<b>0.0762</b>		<b>364.4385</b>	<b>364.4385</b>	<b>9.1500e-003</b>	<b>0.0301</b>	<b>373.6286</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
<b>Total</b>	<b>1.5233</b>	<b>11.7104</b>	<b>12.6111</b>	<b>0.0221</b>		<b>0.5145</b>	<b>0.5145</b>		<b>0.4968</b>	<b>0.4968</b>	<b>0.0000</b>	<b>2,001.7877</b>	<b>2,001.7877</b>	<b>0.3399</b>		<b>2,010.2858</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0105	0.3157	0.1325	1.6100e-003	0.0540	2.3700e-003	0.0563	0.0157	2.2700e-003	0.0180		172.7264	172.7264	4.5100e-003	0.0255	180.4403
Worker	0.0743	0.0448	0.7146	1.9000e-003	0.1958	1.0500e-003	0.1968	0.0522	9.6000e-004	0.0532		191.7121	191.7121	4.6400e-003	4.5600e-003	193.1883
<b>Total</b>	<b>0.0848</b>	<b>0.3605</b>	<b>0.8470</b>	<b>3.5100e-003</b>	<b>0.2497</b>	<b>3.4200e-003</b>	<b>0.2531</b>	<b>0.0679</b>	<b>3.2300e-003</b>	<b>0.0712</b>		<b>364.4385</b>	<b>364.4385</b>	<b>9.1500e-003</b>	<b>0.0301</b>	<b>373.6286</b>

**3.6 Paving - 2023**

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	5.5100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.6501</b>	<b>6.2357</b>	<b>8.8024</b>	<b>0.0136</b>		<b>0.3084</b>	<b>0.3084</b>		<b>0.2846</b>	<b>0.2846</b>		<b>1,297.6880</b>	<b>1,297.6880</b>	<b>0.4114</b>		<b>1,307.9725</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0508	0.0307	0.4889	1.3000e-003	0.1453	7.2000e-004	0.1460	0.0385	6.6000e-004	0.0392		131.1715	131.1715	3.1700e-003	3.1200e-003	132.1815
<b>Total</b>	<b>0.0508</b>	<b>0.0307</b>	<b>0.4889</b>	<b>1.3000e-003</b>	<b>0.1453</b>	<b>7.2000e-004</b>	<b>0.1460</b>	<b>0.0385</b>	<b>6.6000e-004</b>	<b>0.0392</b>		<b>131.1715</b>	<b>131.1715</b>	<b>3.1700e-003</b>	<b>3.1200e-003</b>	<b>132.1815</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	5.5100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.6501</b>	<b>6.2357</b>	<b>8.8024</b>	<b>0.0136</b>		<b>0.3084</b>	<b>0.3084</b>		<b>0.2846</b>	<b>0.2846</b>	<b>0.0000</b>	<b>1,297.6880</b>	<b>1,297.6880</b>	<b>0.4114</b>		<b>1,307.9725</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0508	0.0307	0.4889	1.3000e-003	0.1339	7.2000e-004	0.1347	0.0358	6.6000e-004	0.0364		131.1715	131.1715	3.1700e-003	3.1200e-003	132.1815
<b>Total</b>	<b>0.0508</b>	<b>0.0307</b>	<b>0.4889</b>	<b>1.3000e-003</b>	<b>0.1339</b>	<b>7.2000e-004</b>	<b>0.1347</b>	<b>0.0358</b>	<b>6.6000e-004</b>	<b>0.0364</b>		<b>131.1715</b>	<b>131.1715</b>	<b>3.1700e-003</b>	<b>3.1200e-003</b>	<b>132.1815</b>

**3.7 Architectural Coating - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.7237					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>13.9153</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

**3.7 Architectural Coating - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0156	9.4300e-003	0.1504	4.0000e-004	0.0447	2.2000e-004	0.0449	0.0119	2.0000e-004	0.0121		40.3605	40.3605	9.8000e-004	9.6000e-004	40.6712
<b>Total</b>	<b>0.0156</b>	<b>9.4300e-003</b>	<b>0.1504</b>	<b>4.0000e-004</b>	<b>0.0447</b>	<b>2.2000e-004</b>	<b>0.0449</b>	<b>0.0119</b>	<b>2.0000e-004</b>	<b>0.0121</b>		<b>40.3605</b>	<b>40.3605</b>	<b>9.8000e-004</b>	<b>9.6000e-004</b>	<b>40.6712</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.7237					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>13.9153</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

**3.7 Architectural Coating - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0156	9.4300e-003	0.1504	4.0000e-004	0.0412	2.2000e-004	0.0414	0.0110	2.0000e-004	0.0112		40.3605	40.3605	9.8000e-004	9.6000e-004	40.6712
<b>Total</b>	<b>0.0156</b>	<b>9.4300e-003</b>	<b>0.1504</b>	<b>4.0000e-004</b>	<b>0.0412</b>	<b>2.2000e-004</b>	<b>0.0414</b>	<b>0.0110</b>	<b>2.0000e-004</b>	<b>0.0112</b>		<b>40.3605</b>	<b>40.3605</b>	<b>9.8000e-004</b>	<b>9.6000e-004</b>	<b>40.6712</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8091	1.6314	11.5786	0.0215	2.0233	0.0175	2.0408	0.5397	0.0164	0.5560		2,189,745 1	2,189,745 1	0.1600	0.1248	2,230,946 5
Unmitigated	1.8091	1.6314	11.5786	0.0215	2.0233	0.0175	2.0408	0.5397	0.0164	0.5560		2,189,745 1	2,189,745 1	0.1600	0.1248	2,230,946 5

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Home Improvement Superstore	700.00	700.00	700.00	958,177	958,177
Parking Lot	0.00	0.00	0.00		
<b>Total</b>	<b>700.00</b>	<b>700.00</b>	<b>700.00</b>	<b>958,177</b>	<b>958,177</b>

**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
Home Improvement Superstore	16.60	8.40	6.90	23.40	57.60	19.00	32	20	48
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Home Improvement Superstore	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071
Parking Lot	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071

**5.0 Energy Detail**

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.2800e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.8187	24.8187	4.8000e-004	4.6000e-004	24.9662
NaturalGas Unmitigated	2.2800e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.8187	24.8187	4.8000e-004	4.6000e-004	24.9662

**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					
Home Improvement Superstore	210.959	2.2800e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.8187	24.8187	4.8000e-004	4.6000e-004	24.9662
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
<b>Total</b>		<b>2.2800e-003</b>	<b>0.0207</b>	<b>0.0174</b>	<b>1.2000e-004</b>		<b>1.5700e-003</b>	<b>1.5700e-003</b>		<b>1.5700e-003</b>	<b>1.5700e-003</b>		<b>24.8187</b>	<b>24.8187</b>	<b>4.8000e-004</b>	<b>4.6000e-004</b>	<b>24.9662</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

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

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Home Improvement Superstore	0.210959	2.2800e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.8187	24.8187	4.8000e-004	4.6000e-004	24.9662
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
<b>Total</b>		<b>2.2800e-003</b>	<b>0.0207</b>	<b>0.0174</b>	<b>1.2000e-004</b>		<b>1.5700e-003</b>	<b>1.5700e-003</b>		<b>1.5700e-003</b>	<b>1.5700e-003</b>		<b>24.8187</b>	<b>24.8187</b>	<b>4.8000e-004</b>	<b>4.6000e-004</b>	<b>24.9662</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.7456	5.0000e-005	5.3800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0115	0.0115	3.0000e-005		0.0123
Unmitigated	0.7456	5.0000e-005	5.3800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0115	0.0115	3.0000e-005		0.0123

**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	0.0458					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6993					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-004	5.0000e-005	5.3800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0115	0.0115	3.0000e-005		0.0123
<b>Total</b>	<b>0.7456</b>	<b>5.0000e-005</b>	<b>5.3800e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>0.0115</b>	<b>0.0115</b>	<b>3.0000e-005</b>		<b>0.0123</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0458					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6993					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-004	5.0000e-005	5.3800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0115	0.0115	3.0000e-005		0.0123
<b>Total</b>	<b>0.7456</b>	<b>5.0000e-005</b>	<b>5.3800e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>0.0115</b>	<b>0.0115</b>	<b>3.0000e-005</b>		<b>0.0123</b>

**7.0 Water Detail**

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**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

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Summer

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

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

**Ashely Furniture Expansion Project  
San Bernardino-South Coast County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Home Improvement Superstore	35.00	1000sqft	0.80	35,000.00	0
Parking Lot	17.68	1000sqft	0.41	17,675.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	32
<b>Climate Zone</b>	10			<b>Operational Year</b>	2023
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MWhr)</b>	390.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

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

- Project Characteristics -
- Land Use -
- Construction Phase - This is based on the Constrcution Schedule and Phasing
- Grading -
- Demolition -
- Vehicle Trips - Traffic Study -  $700/35 = 20$
- Area Coating - SCAQMD Rule 1113
- Construction Off-road Equipment Mitigation - SCAQMD Rule 403
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation -
- Area Mitigation - SCAQMD Rule 1113

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

Water Mitigation - Cal Green Building Code

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	24.00
tblConstructionPhase	NumDays	200.00	153.00
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	NumDays	4.00	153.00
tblConstructionPhase	NumDays	10.00	195.00
tblConstructionPhase	NumDays	2.00	109.00
tblConstructionPhase	PhaseEndDate	9/11/2023	6/1/2023
tblConstructionPhase	PhaseEndDate	8/14/2023	10/1/2023
tblConstructionPhase	PhaseEndDate	10/28/2022	12/31/2022
tblConstructionPhase	PhaseEndDate	11/7/2022	8/2/2023
tblConstructionPhase	PhaseEndDate	8/28/2023	10/1/2023
tblConstructionPhase	PhaseEndDate	11/1/2022	6/1/2023
tblConstructionPhase	PhaseStartDate	8/29/2023	5/1/2023
tblConstructionPhase	PhaseStartDate	11/8/2022	3/1/2023
tblConstructionPhase	PhaseStartDate	11/2/2022	1/1/2023
tblConstructionPhase	PhaseStartDate	8/15/2023	1/1/2023
tblConstructionPhase	PhaseStartDate	10/29/2022	1/1/2023
tblVehicleTrips	ST_TR	56.72	20.00
tblVehicleTrips	SU_TR	55.80	20.00
tblVehicleTrips	WD_TR	30.74	20.00

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.7638	17.5258	14.6202	0.0289	1.5629	0.8474	2.4103	0.2662	0.7919	1.0581	0.0000	2,834.709 2	2,834.709 2	0.6122	0.0651	2,869.405 8
2023	18.7687	46.6089	40.3785	0.0829	14.0074	2.0108	16.0182	6.6052	1.8801	8.4853	0.0000	7,909.378 6	7,909.378 6	1.9701	0.0390	7,970.245 4
<b>Maximum</b>	<b>18.7687</b>	<b>46.6089</b>	<b>40.3785</b>	<b>0.0829</b>	<b>14.0074</b>	<b>2.0108</b>	<b>16.0182</b>	<b>6.6052</b>	<b>1.8801</b>	<b>8.4853</b>	<b>0.0000</b>	<b>7,909.378 6</b>	<b>7,909.378 6</b>	<b>1.9701</b>	<b>0.0651</b>	<b>7,970.245 4</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	1.7638	17.5258	14.6202	0.0289	0.7444	0.8474	1.5917	0.1405	0.7919	0.9324	0.0000	2,834.709 2	2,834.709 2	0.6122	0.0651	2,869.405 8
2023	18.7687	46.6089	40.3785	0.0829	5.8153	2.0108	7.8262	2.6713	1.8801	4.5514	0.0000	7,909.378 6	7,909.378 6	1.9701	0.0390	7,970.245 4
<b>Maximum</b>	<b>18.7687</b>	<b>46.6089</b>	<b>40.3785</b>	<b>0.0829</b>	<b>5.8153</b>	<b>2.0108</b>	<b>7.8262</b>	<b>2.6713</b>	<b>1.8801</b>	<b>4.5514</b>	<b>0.0000</b>	<b>7,909.378 6</b>	<b>7,909.378 6</b>	<b>1.9701</b>	<b>0.0651</b>	<b>7,970.245 4</b>



Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7456	5.0000e-005	5.3800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0115	0.0115	3.0000e-005		0.0123
Energy	2.2800e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.8187	24.8187	4.8000e-004	4.6000e-004	24.9662
Mobile	1.5112	1.7336	10.8646	0.0200	2.0233	0.0175	2.0409	0.5397	0.0164	0.5560		2,038.488 2	2,038.488 2	0.1703	0.1284	2,081.010 3
<b>Total</b>	<b>2.2591</b>	<b>1.7543</b>	<b>10.8874</b>	<b>0.0201</b>	<b>2.0233</b>	<b>0.0191</b>	<b>2.0424</b>	<b>0.5397</b>	<b>0.0180</b>	<b>0.5576</b>		<b>2,063.318 4</b>	<b>2,063.318 4</b>	<b>0.1708</b>	<b>0.1289</b>	<b>2,105.988 7</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7456	5.0000e-005	5.3800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0115	0.0115	3.0000e-005		0.0123
Energy	2.2800e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.8187	24.8187	4.8000e-004	4.6000e-004	24.9662
Mobile	1.5112	1.7336	10.8646	0.0200	2.0233	0.0175	2.0409	0.5397	0.0164	0.5560		2,038.488 2	2,038.488 2	0.1703	0.1284	2,081.010 3
<b>Total</b>	<b>2.2591</b>	<b>1.7543</b>	<b>10.8874</b>	<b>0.0201</b>	<b>2.0233</b>	<b>0.0191</b>	<b>2.0424</b>	<b>0.5397</b>	<b>0.0180</b>	<b>0.5576</b>		<b>2,063.318 4</b>	<b>2,063.318 4</b>	<b>0.1708</b>	<b>0.1289</b>	<b>2,105.988 7</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

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

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2022	12/31/2022	5	65	
2	Site Preparation	Site Preparation	1/1/2023	6/1/2023	5	109	
3	Grading	Grading	1/1/2023	8/2/2023	5	153	
4	Building Construction	Building Construction	3/1/2023	10/1/2023	5	153	
5	Paving	Paving	1/1/2023	10/1/2023	5	195	
6	Architectural Coating	Architectural Coating	5/1/2023	6/1/2023	5	24	

**Acres of Grading (Site Preparation Phase): 102.19**

**Acres of Grading (Grading Phase): 153**

**Acres of Paving: 0.41**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 52,500; Non-Residential Outdoor: 17,500; Striped Parking Area: 1,061 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

**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	5	13.00	0.00	394.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	19.00	9.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

**3.2 Demolition - 2022**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.3115	0.0000	1.3115	0.1986	0.0000	0.1986			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
<b>Total</b>	<b>1.6889</b>	<b>16.6217</b>	<b>13.9605</b>	<b>0.0241</b>	<b>1.3115</b>	<b>0.8379</b>	<b>2.1494</b>	<b>0.1986</b>	<b>0.7829</b>	<b>0.9815</b>		<b>2,323.4168</b>	<b>2,323.4168</b>	<b>0.5921</b>		<b>2,338.2191</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

**3.2 Demolition - 2022**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0220	0.8674	0.2204	3.5700e-003	0.1062	8.6900e-003	0.1148	0.0291	8.3200e-003	0.0374		388.5102	388.5102	0.0166	0.0616	407.2715
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	0.0529	0.0367	0.4393	1.2100e-003	0.1453	7.6000e-004	0.1461	0.0385	7.0000e-004	0.0392		122.7822	122.7822	3.5400e-003	3.5100e-003	123.9153
<b>Total</b>	<b>0.0749</b>	<b>0.9041</b>	<b>0.6597</b>	<b>4.7800e-003</b>	<b>0.2515</b>	<b>9.4500e-003</b>	<b>0.2609</b>	<b>0.0677</b>	<b>9.0200e-003</b>	<b>0.0767</b>		<b>511.2924</b>	<b>511.2924</b>	<b>0.0201</b>	<b>0.0651</b>	<b>531.1868</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5115	0.0000	0.5115	0.0774	0.0000	0.0774			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
<b>Total</b>	<b>1.6889</b>	<b>16.6217</b>	<b>13.9605</b>	<b>0.0241</b>	<b>0.5115</b>	<b>0.8379</b>	<b>1.3494</b>	<b>0.0774</b>	<b>0.7829</b>	<b>0.8603</b>	<b>0.0000</b>	<b>2,323.4168</b>	<b>2,323.4168</b>	<b>0.5921</b>		<b>2,338.2191</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

**3.2 Demolition - 2022**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0220	0.8674	0.2204	3.5700e-003	0.0989	8.6900e-003	0.1076	0.0273	8.3200e-003	0.0357		388.5102	388.5102	0.0166	0.0616	407.2715
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	0.0529	0.0367	0.4393	1.2100e-003	0.1339	7.6000e-004	0.1347	0.0358	7.0000e-004	0.0365		122.7822	122.7822	3.5400e-003	3.5100e-003	123.9153
<b>Total</b>	<b>0.0749</b>	<b>0.9041</b>	<b>0.6597</b>	<b>4.7800e-003</b>	<b>0.2329</b>	<b>9.4500e-003</b>	<b>0.2423</b>	<b>0.0631</b>	<b>9.0200e-003</b>	<b>0.0721</b>		<b>511.2924</b>	<b>511.2924</b>	<b>0.0201</b>	<b>0.0651</b>	<b>531.1868</b>

**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					6.2636	0.0000	6.2636	3.0038	0.0000	3.0038			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668		1,666.0573	1,666.0573	0.5388		1,679.5282
<b>Total</b>	<b>1.1339</b>	<b>12.4250</b>	<b>6.6420</b>	<b>0.0172</b>	<b>6.2636</b>	<b>0.5074</b>	<b>6.7710</b>	<b>3.0038</b>	<b>0.4668</b>	<b>3.4706</b>		<b>1,666.0573</b>	<b>1,666.0573</b>	<b>0.5388</b>		<b>1,679.5282</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0301	0.0198	0.2476	7.2000e-004	0.0894	4.4000e-004	0.0899	0.0237	4.1000e-004	0.0241		73.1315	73.1315	1.9500e-003	1.9800e-003	73.7715
<b>Total</b>	<b>0.0301</b>	<b>0.0198</b>	<b>0.2476</b>	<b>7.2000e-004</b>	<b>0.0894</b>	<b>4.4000e-004</b>	<b>0.0899</b>	<b>0.0237</b>	<b>4.1000e-004</b>	<b>0.0241</b>		<b>73.1315</b>	<b>73.1315</b>	<b>1.9500e-003</b>	<b>1.9800e-003</b>	<b>73.7715</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4428	0.0000	2.4428	1.1715	0.0000	1.1715			0.0000			0.0000
Off-Road	1.1339	12.4250	6.6420	0.0172		0.5074	0.5074		0.4668	0.4668	0.0000	1,666.0573	1,666.0573	0.5388		1,679.5282
<b>Total</b>	<b>1.1339</b>	<b>12.4250</b>	<b>6.6420</b>	<b>0.0172</b>	<b>2.4428</b>	<b>0.5074</b>	<b>2.9502</b>	<b>1.1715</b>	<b>0.4668</b>	<b>1.6383</b>	<b>0.0000</b>	<b>1,666.0573</b>	<b>1,666.0573</b>	<b>0.5388</b>		<b>1,679.5282</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0301	0.0198	0.2476	7.2000e-004	0.0824	4.4000e-004	0.0829	0.0220	4.1000e-004	0.0224		73.1315	73.1315	1.9500e-003	1.9800e-003	73.7715
<b>Total</b>	<b>0.0301</b>	<b>0.0198</b>	<b>0.2476</b>	<b>7.2000e-004</b>	<b>0.0824</b>	<b>4.4000e-004</b>	<b>0.0829</b>	<b>0.0220</b>	<b>4.1000e-004</b>	<b>0.0224</b>		<b>73.1315</b>	<b>73.1315</b>	<b>1.9500e-003</b>	<b>1.9800e-003</b>	<b>73.7715</b>

**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	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
<b>Total</b>	<b>1.3330</b>	<b>14.4676</b>	<b>8.7038</b>	<b>0.0206</b>	<b>7.0826</b>	<b>0.6044</b>	<b>7.6869</b>	<b>3.4247</b>	<b>0.5560</b>	<b>3.9807</b>		<b>1,995.6147</b>	<b>1,995.6147</b>	<b>0.6454</b>		<b>2,011.7503</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0376	0.0248	0.3096	9.0000e-004	0.1118	5.5000e-004	0.1123	0.0296	5.1000e-004	0.0302		91.4144	91.4144	2.4400e-003	2.4800e-003	92.2144
<b>Total</b>	<b>0.0376</b>	<b>0.0248</b>	<b>0.3096</b>	<b>9.0000e-004</b>	<b>0.1118</b>	<b>5.5000e-004</b>	<b>0.1123</b>	<b>0.0296</b>	<b>5.1000e-004</b>	<b>0.0302</b>		<b>91.4144</b>	<b>91.4144</b>	<b>2.4400e-003</b>	<b>2.4800e-003</b>	<b>92.2144</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7622	0.0000	2.7622	1.3357	0.0000	1.3357			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
<b>Total</b>	<b>1.3330</b>	<b>14.4676</b>	<b>8.7038</b>	<b>0.0206</b>	<b>2.7622</b>	<b>0.6044</b>	<b>3.3666</b>	<b>1.3357</b>	<b>0.5560</b>	<b>1.8917</b>	<b>0.0000</b>	<b>1,995.6147</b>	<b>1,995.6147</b>	<b>0.6454</b>		<b>2,011.7503</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0376	0.0248	0.3096	9.0000e-004	0.1030	5.5000e-004	0.1036	0.0275	5.1000e-004	0.0280		91.4144	91.4144	2.4400e-003	2.4800e-003	92.2144
<b>Total</b>	<b>0.0376</b>	<b>0.0248</b>	<b>0.3096</b>	<b>9.0000e-004</b>	<b>0.1030</b>	<b>5.5000e-004</b>	<b>0.1036</b>	<b>0.0275</b>	<b>5.1000e-004</b>	<b>0.0280</b>		<b>91.4144</b>	<b>91.4144</b>	<b>2.4400e-003</b>	<b>2.4800e-003</b>	<b>92.2144</b>

**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	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
<b>Total</b>	<b>1.5233</b>	<b>11.7104</b>	<b>12.6111</b>	<b>0.0221</b>		<b>0.5145</b>	<b>0.5145</b>		<b>0.4968</b>	<b>0.4968</b>		<b>2,001.7877</b>	<b>2,001.7877</b>	<b>0.3399</b>		<b>2,010.2858</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	9.8000e-003	0.3334	0.1366	1.6100e-003	0.0577	2.3800e-003	0.0600	0.0166	2.2800e-003	0.0189		173.1452	173.1452	4.4800e-003	0.0256	180.8819
Worker	0.0715	0.0471	0.5881	1.7200e-003	0.2124	1.0500e-003	0.2134	0.0563	9.6000e-004	0.0573		173.6873	173.6873	4.6400e-003	4.7100e-003	175.2074
<b>Total</b>	<b>0.0813</b>	<b>0.3805</b>	<b>0.7247</b>	<b>3.3300e-003</b>	<b>0.2700</b>	<b>3.4300e-003</b>	<b>0.2735</b>	<b>0.0729</b>	<b>3.2400e-003</b>	<b>0.0762</b>		<b>346.8326</b>	<b>346.8326</b>	<b>9.1200e-003</b>	<b>0.0303</b>	<b>356.0893</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
<b>Total</b>	<b>1.5233</b>	<b>11.7104</b>	<b>12.6111</b>	<b>0.0221</b>		<b>0.5145</b>	<b>0.5145</b>		<b>0.4968</b>	<b>0.4968</b>	<b>0.0000</b>	<b>2,001.7877</b>	<b>2,001.7877</b>	<b>0.3399</b>		<b>2,010.2858</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	9.8000e-003	0.3334	0.1366	1.6100e-003	0.0540	2.3800e-003	0.0564	0.0157	2.2800e-003	0.0180		173.1452	173.1452	4.4800e-003	0.0256	180.8819
Worker	0.0715	0.0471	0.5881	1.7200e-003	0.1958	1.0500e-003	0.1968	0.0522	9.6000e-004	0.0532		173.6873	173.6873	4.6400e-003	4.7100e-003	175.2074
<b>Total</b>	<b>0.0813</b>	<b>0.3805</b>	<b>0.7247</b>	<b>3.3300e-003</b>	<b>0.2497</b>	<b>3.4300e-003</b>	<b>0.2532</b>	<b>0.0679</b>	<b>3.2400e-003</b>	<b>0.0712</b>		<b>346.8326</b>	<b>346.8326</b>	<b>9.1200e-003</b>	<b>0.0303</b>	<b>356.0893</b>

**3.6 Paving - 2023**

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846		1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	5.5100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.6501</b>	<b>6.2357</b>	<b>8.8024</b>	<b>0.0136</b>		<b>0.3084</b>	<b>0.3084</b>		<b>0.2846</b>	<b>0.2846</b>		<b>1,297.6880</b>	<b>1,297.6880</b>	<b>0.4114</b>		<b>1,307.9725</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0489	0.0322	0.4024	1.1800e-003	0.1453	7.2000e-004	0.1460	0.0385	6.6000e-004	0.0392		118.8387	118.8387	3.1800e-003	3.2200e-003	119.8787
<b>Total</b>	<b>0.0489</b>	<b>0.0322</b>	<b>0.4024</b>	<b>1.1800e-003</b>	<b>0.1453</b>	<b>7.2000e-004</b>	<b>0.1460</b>	<b>0.0385</b>	<b>6.6000e-004</b>	<b>0.0392</b>		<b>118.8387</b>	<b>118.8387</b>	<b>3.1800e-003</b>	<b>3.2200e-003</b>	<b>119.8787</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6446	6.2357	8.8024	0.0136		0.3084	0.3084		0.2846	0.2846	0.0000	1,297.6880	1,297.6880	0.4114		1,307.9725
Paving	5.5100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.6501</b>	<b>6.2357</b>	<b>8.8024</b>	<b>0.0136</b>		<b>0.3084</b>	<b>0.3084</b>		<b>0.2846</b>	<b>0.2846</b>	<b>0.0000</b>	<b>1,297.6880</b>	<b>1,297.6880</b>	<b>0.4114</b>		<b>1,307.9725</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not 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	0.0489	0.0322	0.4024	1.1800e-003	0.1339	7.2000e-004	0.1347	0.0358	6.6000e-004	0.0364		118.8387	118.8387	3.1800e-003	3.2200e-003	119.8787
<b>Total</b>	<b>0.0489</b>	<b>0.0322</b>	<b>0.4024</b>	<b>1.1800e-003</b>	<b>0.1339</b>	<b>7.2000e-004</b>	<b>0.1347</b>	<b>0.0358</b>	<b>6.6000e-004</b>	<b>0.0364</b>		<b>118.8387</b>	<b>118.8387</b>	<b>3.1800e-003</b>	<b>3.2200e-003</b>	<b>119.8787</b>

**3.7 Architectural Coating - 2023**

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.7237					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>13.9153</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

**3.7 Architectural Coating - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0151	9.9200e-003	0.1238	3.6000e-004	0.0447	2.2000e-004	0.0449	0.0119	2.0000e-004	0.0121		36.5658	36.5658	9.8000e-004	9.9000e-004	36.8858
<b>Total</b>	<b>0.0151</b>	<b>9.9200e-003</b>	<b>0.1238</b>	<b>3.6000e-004</b>	<b>0.0447</b>	<b>2.2000e-004</b>	<b>0.0449</b>	<b>0.0119</b>	<b>2.0000e-004</b>	<b>0.0121</b>		<b>36.5658</b>	<b>36.5658</b>	<b>9.8000e-004</b>	<b>9.9000e-004</b>	<b>36.8858</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.7237					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>13.9153</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

**3.7 Architectural Coating - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0151	9.9200e-003	0.1238	3.6000e-004	0.0412	2.2000e-004	0.0414	0.0110	2.0000e-004	0.0112		36.5658	36.5658	9.8000e-004	9.9000e-004	36.8858
<b>Total</b>	<b>0.0151</b>	<b>9.9200e-003</b>	<b>0.1238</b>	<b>3.6000e-004</b>	<b>0.0412</b>	<b>2.2000e-004</b>	<b>0.0414</b>	<b>0.0110</b>	<b>2.0000e-004</b>	<b>0.0112</b>		<b>36.5658</b>	<b>36.5658</b>	<b>9.8000e-004</b>	<b>9.9000e-004</b>	<b>36.8858</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5112	1.7336	10.8646	0.0200	2.0233	0.0175	2.0409	0.5397	0.0164	0.5560		2,038,488 2	2,038,488 2	0.1703	0.1284	2,081,010 3
Unmitigated	1.5112	1.7336	10.8646	0.0200	2.0233	0.0175	2.0409	0.5397	0.0164	0.5560		2,038,488 2	2,038,488 2	0.1703	0.1284	2,081,010 3

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Home Improvement Superstore	700.00	700.00	700.00	958,177	958,177
Parking Lot	0.00	0.00	0.00		
<b>Total</b>	<b>700.00</b>	<b>700.00</b>	<b>700.00</b>	<b>958,177</b>	<b>958,177</b>

**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
Home Improvement Superstore	16.60	8.40	6.90	23.40	57.60	19.00	32	20	48
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Home Improvement Superstore	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071
Parking Lot	0.537785	0.055838	0.172353	0.139003	0.027005	0.007196	0.011392	0.017285	0.000559	0.000254	0.025303	0.000954	0.005071

**5.0 Energy Detail**

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.2800e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.8187	24.8187	4.8000e-004	4.6000e-004	24.9662
NaturalGas Unmitigated	2.2800e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.8187	24.8187	4.8000e-004	4.6000e-004	24.9662

**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					
Home Improvement Superstore	210.959	2.2800e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.8187	24.8187	4.8000e-004	4.6000e-004	24.9662
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
<b>Total</b>		<b>2.2800e-003</b>	<b>0.0207</b>	<b>0.0174</b>	<b>1.2000e-004</b>		<b>1.5700e-003</b>	<b>1.5700e-003</b>		<b>1.5700e-003</b>	<b>1.5700e-003</b>		<b>24.8187</b>	<b>24.8187</b>	<b>4.8000e-004</b>	<b>4.6000e-004</b>	<b>24.9662</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

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

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Home Improvement Superstore	0.210959	2.2800e-003	0.0207	0.0174	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003		24.8187	24.8187	4.8000e-004	4.6000e-004	24.9662
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
<b>Total</b>		<b>2.2800e-003</b>	<b>0.0207</b>	<b>0.0174</b>	<b>1.2000e-004</b>		<b>1.5700e-003</b>	<b>1.5700e-003</b>		<b>1.5700e-003</b>	<b>1.5700e-003</b>		<b>24.8187</b>	<b>24.8187</b>	<b>4.8000e-004</b>	<b>4.6000e-004</b>	<b>24.9662</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.7456	5.0000e-005	5.3800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0115	0.0115	3.0000e-005		0.0123
Unmitigated	0.7456	5.0000e-005	5.3800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0115	0.0115	3.0000e-005		0.0123

**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	0.0458					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6993					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-004	5.0000e-005	5.3800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0115	0.0115	3.0000e-005		0.0123
<b>Total</b>	<b>0.7456</b>	<b>5.0000e-005</b>	<b>5.3800e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>0.0115</b>	<b>0.0115</b>	<b>3.0000e-005</b>		<b>0.0123</b>

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0458					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.6993					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-004	5.0000e-005	5.3800e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0115	0.0115	3.0000e-005		0.0123
<b>Total</b>	<b>0.7456</b>	<b>5.0000e-005</b>	<b>5.3800e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>0.0115</b>	<b>0.0115</b>	<b>3.0000e-005</b>		<b>0.0123</b>

**7.0 Water Detail**

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**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

Ashely Furniture Expansion Project - San Bernardino-South Coast County, Winter

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

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

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**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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**11.0 Vegetation**

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