APPENDIX F:

CLINTON KEITH ROAD (APN: 380-250-003) "GROVE PARK" GREENHOUSE GAS ANALYSIS, CITY OF WILDOMAR, URBAN CROSSROADS, MARCH 2, 2015.

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Clinton Keith Road (APN: 380-250-003)
"Grove Park"
GREENHOUSE GAS ANALYSIS
CITY OF WILDOMAR

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LIST OF ABBREVIATED TERMS

(1)	Reference
ARB	California Air Resources Board
AQIA	Air Quality Impact Analysis
CAA	Federal Clean Air Act
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resource Board
CAT	Climate Action Team
CBSC	California Building Standards Commission
CEC	California Energy Commission
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbons
CFR	Code of Federal Regulations
CH4	Methane
CO	Carbon Monoxide
CO2	Carbon Dioxide
CO2e	Carbon Dioxide Equivalent
CPUC	California Public Utilities Commission
EPA	Environmental Protection Agency
EPS	Emission Performance Standard
GCC	Global Climate Change
GHGA	Greenhouse Gas Analysis
GWP	Global Warming Potential
HFC	Hydrofluorocarbons
LCA	Life-Cycle Analysis
MMs	Mitigation Measures
MMTCO2e	Million Metric Ton of Carbon Dioxide Equivalent
MTCO2e	Metric Ton of Carbon Dioxide Equivalent
N20	Nitrogen Dioxide
NIOSH	National Institute for Occupational Safety and Health
NOx	Oxides of Nitrogen
PFC	Perfluorocarbons
PM10	Particulate Matter 10 microns in diameter or less
PM2.5	Particulate Matter 2.5 microns in diameter or less

PPM	Parts Per Million
Project	Clinton Keith Road (APN 380-250-003)
RTP	Regional Transportation Plan
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
UNFCCC	United Nations' Framework Convention on Climate Change
VOC	Volatile Organic Compounds

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1 INTRODUCTION

This report presents the results of the greenhouse gas analysis (GHGA) prepared by Urban Crossroads, Inc., for the proposed Clinton Keith Road (APN 380-250-003) "Grove Park" development (referred to as "Project").

The purpose of this GHGA is to evaluate Project-related construction and operational emissions and determine the level of greenhouse gas (GHG) impacts as a result of constructing and operating the proposed Project. This GHGA quantifies the GHG emissions associated with the Project for two scenarios: first, as if no actions to reduce emissions were taken as compared to the assumptions used in preparing the baseline 2020 emissions for the California Air Resources Board Scoping Plan (referred to herein as "Business as Usual") to implement Assembly Bill (AB) 32, and second as designed with applicable design features.

1.1 PROJECT LOCATION

The proposed Project is located west of the future Yamas Drive extension and south of Clinton Keith Road in the City of Wildomar.

1.2 PROJECT DESCRIPTION

The proposed Project is to consist of approximately 162 apartment units, 35,000 square feet of medical office, 20,000 square feet of commercial retail use, and a 1.8 acre neighborhood park as shown on Exhibit 1-A. For the purposes of this GHGA, it is assumed that the Project will be constructed and at full occupancy by 2018.

1.3 SUMMARY OF FINDINGS

The Project would not generate direct or indirect greenhouse gas emission that would result in a significant impact on the environment

To date, the South Coast Air Quality Management District (SCAQMD) and CARB have not established significance thresholds for GHG emissions under the California Environmental Quality Act (CEQA) [1] or a methodology for quantifying GHG emissions. To evaluate GHG emissions impact significance, GHG emissions that would be generated pursuant to development of the Project area are compared with a GHG emissions "Business as Usual" scenario. This comparison indicates whether GHG emissions generated by development of the Project area would likely be consistent with the CARB Scoping Plan GHG emissions reductions measures and GHG emissions reductions targets. In summary, the Scoping Plan reflects implementation of measures that would achieve an approximate 28.5% reduction in GHG emissions when compared to GHG emissions produced under a "Business as Usual" scenario (1).

1 SCAQMD has adopted interim significance thresholds for industrial sources of 10,000 metric tons of carbon dioxide equivalent (CO2e) per year. The Board adopted these thresholds December 5, 2008. This threshold however was adopted by SCAQMD for projects where it is the lead agency and applies specifically to "industrial" projects.

EXHIBIT 1-A: CONCEPTUAL SITE PLAN

Results of the analysis indicate that the Project GHG emissions would not result in or cause a potentially significant impact on the environment. To this end, the analysis demonstrates that the Project is consistent with, or otherwise not in conflict with, recommended measures and actions in the CARB Scoping Plan. The Scoping Plan establishes strategies and measures to implement in order to achieve the GHG reductions goals set forth in the Global Warming Solutions Act of 2006 (AB 32). As shown in Table 1-1, Project GHG emissions would be reduced by approximately 40.03% when compared to the BAU scenario. This reduction is consistent with the target reduction percentage of 28.5% based on CARB's analysis supporting AB 32.

TABLE 1-1: SUMMARY OF GHG EMISSIONS FOR BAU VS PROJECT

Category	CO2e Emissions	
	BAU	Project
	Metric Tons per Year	
Construction	51.13	51.13
Area	41.98	41.98
Energy Use	605.26	440.14
Mobile Sources (Traffic)	3,870.77	2,098.90
Waste Disposed	215.48	215.48
Water Use	115.48	90.85
Total	**4,900.10**	**2,938.48**
Project Improvement over BAU	**40.03%**	

The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

<u>Consistency with AB 32</u>

AB 32 requires California to reduce its GHG emissions by approximately 28.5% when compared to GHG emissions produced under a Business as Usual scenario (2). CARB identified reduction measures to achieve this goal as set forth in the CARB Scoping Plan. Thus, projects that are consistent with the CARB Scoping Plan are also consistent with the 28.5% reduction below business as usual required by AB 32.

The Project would generate GHG emissions from a variety of sources which would all emit Carbon Dioxide (CO2), Methane (CH4) and N2O. GHGs could also be indirectly generated by incremental electricity consumption and waste generation from the Project.

As stated previously, the CARB Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32. The CARB Scoping Plan recommendations serve as

statewide measures to reduce GHG emissions levels. Project consistency with applicable CARB Scoping Plan GHG emissions reduction measures is summarized at Table 1-2.

1.4 OTHER REQUIREMENTS

The Project would be required to comply with regulations imposed by the State of California and the South Coast Air Quality Management District aimed at the reduction of air pollutant emissions. Those that are applicable to the Project and that would assist in the reduction of greenhouse gas emissions include:

- Global Warming Solutions Act of 2006 (AB32) (2)
- Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies (SB 375) (3). Supports the State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities.
- Pavley Fuel Efficiency Standards (AB1493). Establishes fuel efficiency ratings for new vehicles (4).
- Title 24 California Code of Regulations (California Building Code). Establishes energy efficiency requirements for new construction (5).
- Title 20 California Code of Regulations (Appliance Energy Efficiency Standards). Establishes energy efficiency requirements for appliances (6).
- Title 17 California Code of Regulations (Low Carbon Fuel Standard). Requires carbon content of fuel sold in California to be 10% less by 2020 (7).
- California Water Conservation in Landscaping Act of 2006 (AB1881). Requires local agencies to adopt the Department of Water Resources updated Water Efficient Landscape Ordinance or equivalent by January 1, 2010 to ensure efficient landscapes in new development and reduced water waste in existing landscapes (8).
- Statewide Retail Provider Emissions Performance Standards (SB 1368). Requires energy generators to achieve performance standards for GHG emissions (9).
- Renewable Portfolio Standards (SB 1078). Requires electric corporations to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2010 and 33 percent by 2020 (10).

TABLE 1-2: PROJECT CONSISTENCY WITH SCOPING PLAN GREENHOUSE GAS EMISSION REDUCTION

Scoping Plan Measure	Measure Number	Remarks
Pavley Motor Vehicle Standards (AB 1493)	T-1	Employees, customers, and residents would purchase vehicles in compliance with incumbent CARB vehicle standards
Limit High GWP Use in Consumer Products	H-4	Employees, customers, and residents would use consumer products that would comply with the incumbent regulations
Motor Vehicle Air Conditioning Systems – Reduction from Non-Professional Servicing	H-1	Employees, customers, and residents would be prohibited from performing air conditioning repairs and required to use professional servicing.
Tire Pressure Program	T-4	Motor vehicles driven by employees, customers, and residents would maintain proper tire pressure when vehicles are serviced.
Low Carbon Fuel Standard	T-2	Motor vehicles driven by employees, customers, and residents would use fuels that are compliant with incumbent standards.
Water Use Efficiency	W-1	Development proposals within the Project site would implement measures to minimize water use and maximize efficiency.
Green Buildings	GB-1	Development proposals within the Project site would be constructed in compliance with incumbent state or local green building standards.
Air Conditioning Refrigerant Leak Test During Vehicle Smog Check	H-5	Motor vehicles driven by employees, customers, and residents would comply with the leak test requirements during smog checks.
Energy Efficiency Measures (Electricity)	E-1	The Project would l comply with incumbent electrical energy efficiency standards
Energy Efficiency (Natural Gas)	CR-1	Development proposals within the Project site would comply with incumbent natural gas energy efficiency standards
Greening New Residential and Commercial Construction	GB-1	Development proposals within the Project site s would comply with incumbent green building standards
Greening Existing Homes and Commercial Buildings	GB-1	Development proposals within the Project site would meet retrofit standards as they become effective.

1.5 CONSTRUCTION ACTIVITY MITIGATION MEASURES

The Project Air Quality Impact Analysis (AQIA) establishes construction activity mitigation measures that would globally reduce air pollutant emissions generated by subsequent development proposals within the Project site. Although these measures could act to reduce GHG emissions, there is insufficient data to support any reductions associated with the construction activity mitigation measures identified in the AQIA. Thus, as a conservative measure no reduction in GHG emissions are taken for construction activity mitigation measures identified in the AQIA.

1.6 OPERATIONAL ACTIVITY MITIGATION MEASURES

No significant impacts were identified and no mitigation measures are required

2 BACKGROUND

2.1 INTRODUCTION TO GLOBAL CLIMATE CHANGE

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. GCC is currently one of the most controversial environmental issues in the United States, and much debate exists within the scientific community about whether or not GCC is occurring naturally or as a result of human activity. Some data suggests that GCC has occurred in the past over the course of thousands or millions of years. These historical changes to the Earth's climate have occurred naturally without human influence, as in the case of an ice age. However, many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

An individual project like the Project evaluated in this GHGA cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the Project may participate in the potential for GCC by its incremental contribution of greenhouse gasses combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, Section 3.0 evaluates the potential for the Project to have a significant effect upon the environment as a result of its potential contribution to the greenhouse effect.

2.2 GREENHOUSE GAS EMISSIONS INVENTORIES

Global

Worldwide anthropogenic (man-made) GHG emissions are tracked by the Intergovernmental Panel on Climate Change for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Man-made GHG emissions data for Annex I nations are available through 2011. For the Year 2011 the sum of these emissions totaled approximately 25,285,543 gigagrams (Gg) Carbon Dioxide Equivalent (CO2e[2]) (11) (12). The GHG emissions in more recent years may differ from the inventories presented in Table 2-1; however, the data is representative of currently available inventory data.

[2] The global emissions are the sum of Annex I and non-Annex I countries, without counting Land-Use, Land-Use Change and Forestry (LULUCF). For countries without 2005 data, the UNFCCC data for the most recent year were used. United Nations Framework Convention on Climate Change, "Annex I Parties – GHG total without LULUCF,"

United States

As noted in Table 2-1, the United States, as a single country, was the number two producer of GHG emissions in 2011. The primary greenhouse gas emitted by human activities in the United States was CO2, representing approximately 83 percent of total greenhouse gas emissions (13). Carbon dioxide from fossil fuel combustion, the largest source of US greenhouse gas emissions, accounted for approximately 78 percent of the GHG emissions.

TABLE 2-1: TOP GHG PRODUCER COUNTRIES AND THE EUROPEAN UNION[3]

Emitting Countries	GHG Emissions (Gg CO2e)
China	8,715,307
United States	6,665,700
European Union (27 member countries)	4,550,212
Russian Federation	2,320,834
India	1,725,762
Japan	1,307,728
Total	**25,285,543**

State of California

CARB compiles GHG inventories for the State of California. Based upon the 2008 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2008 greenhouse gas emissions inventory, California emitted 474 Million Metric Ton of Carbon Dioxide Equivalent (MMTCO2e) including emissions resulting from imported electrical power in 2008 (14). Based on the CARB inventory data and GHG inventories compiled by the World Resources Institute (15), California's total statewide GHG emissions rank second in the United States (Texas is number one) with emissions of 417 MMTCO2e excluding emissions related to imported power.

2.3 GLOBAL CLIMATE CHANGE DEFINED

Global Climate Change refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO2 (Carbon Dioxide), N2O (Nitrous Oxide), CH4 (Methane), hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the Earth's atmosphere, but prevent radioactive heat from escaping, thus warming the Earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages. According to the California Air Resources Board (CARB), the climate change since the industrial revolution differs from previous climate changes in both rate and magnitude (16).

Gases that trap heat in the atmosphere are often referred to as greenhouse gases. Greenhouse gases are released into the atmosphere by both natural and anthropogenic (human) activity.

[3] Used http://unfccc.int data for Annex I countries. Consulted the http://www.eia.gov site to reference Non-Annex I countries such as China and India.

Without the natural greenhouse gas effect, the Earth's average temperature would be approximately 61° Fahrenheit (F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

Although California's rate of growth of greenhouse gas emissions is slowing, the state is still a substantial contributor to the U.S. emissions inventory total. In 2004, California is estimated to have produced 492 million gross metric tons of carbon dioxide equivalent (CO2e) greenhouse gas emissions. Despite a population increase of 16 percent between 1990 and 2004, California has significantly slowed the rate of growth of greenhouse gas emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls (15).

2.4 GREENHOUSE GASES

For the purposes of this analysis, emissions of carbon dioxide, methane, and nitrous oxide were evaluated (see Table 3-2 later in this report) because these gasses are the primary contributors to GCC from development projects. Although other substances such as fluorinated gases also contribute to GCC, sources of fluorinated gases are not well-defined and no accepted emissions factors or methodology exist to accurately calculate these gases.

Greenhouse gases have varying global warming potential values; Global Warming Potential (GWP) values represent the potential of a gas to trap heat in the atmosphere. Carbon dioxide is utilized as the reference gas for GWP, and thus has a GWP of 1.

The atmospheric lifetime and GWP of selected greenhouse gases are summarized at Table 2-2. As shown in the table below, GWP range from 1 for carbon dioxide to 23,900 for sulfur hexafluoride.

Water Vapor: Water vapor (H20) is the most abundant, important, and variable greenhouse gas in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. A climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change.

As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop would continue is unknown as there are also dynamics that hold the positive feedback loop in check.

TABLE 2-2: GLOBAL WARMING POTENTIAL AND ATMOSPHERIC LIFETIME OF SELECT GHGS

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100 year time horizon)
Carbon Dioxide	50-200	1
Methane	12 ± 3	21
Nitrous Oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC: Tetrafluoromethane (CH4)	50,000	6,500
PFC: Hexafluoroethane (C2F6)	10,000	9,200
Sulfur Hexafluoride (SF6)	3,200	23,900
Source: Environmental Protection Agency (EPA) 2006 (URL: http://www.epa.gov/nonco2/econ-inv/table.html)		

As an example, when water vapor increases in the atmosphere, more of it would eventually also condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the Earth's surface and heat it up). There are no human health effects from water vapor itself; however, when some pollutants come in contact with water vapor, they can dissolve and the water vapor can then act as a pollutant-carrying agent. The main source of water vapor is evaporation from the oceans (approximately 85 percent). Other sources include: evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.

Carbon Dioxide: Carbon dioxide (CO2) is an odorless and colorless GHG. Outdoor levels of carbon dioxide are not high enough to result in negative health effects. Carbon dioxide is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. Carbon dioxide is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks (17).

Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO2 concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30 percent. Left unchecked, the concentration of carbon dioxide in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources (18).

Methane: Methane (CH4) is an extremely effective absorber of radiation, though its atmospheric concentration is less than carbon dioxide and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs. No health effects are known to occur from exposure to methane.

Methane has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other anthropocentric sources include fossil-fuel combustion and biomass burning.

Nitrous Oxide: Nitrous oxide (N2O), also known as laughing gas, is a colorless greenhouse gas. Nitrous oxide can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage) (19).

Concentrations of nitrous oxide also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb). Nitrous oxide is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used as an aerosol spray propellant, i.e., in whipped cream bottles. It is also used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars. Nitrous oxide can be transported into the stratosphere, be deposited on the Earth's surface, and be converted to other compounds by chemical reaction

Chlorofluorocarbons: Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C2H6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs are no longer being used; therefore, it is not likely that health effects would be experienced. Nonetheless, in confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.

CFCs have no natural source, but were first synthesized in 1928. They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs would remain in the atmosphere for over 100 years.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the greenhouse gases, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF3), HFC-134a (CF3CH2F), and HFC-152a (CH3CHF2). Prior to 1990, the only significant emissions were of HFC-23. HFC-134a emissions are increasing

due to its use as a refrigerant. The U.S. EPA estimates that concentrations of HFC-23 and HFC-134a are now about 10 parts per trillion (ppt) each; and that concentrations of HFC-152a are about 1 ppt (20). No health effects are known to result from exposure to HFCs, which are manmade for applications such as automobile air conditioners and refrigerants.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above Earth's surface, are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF4) and hexafluoroethane (C2F6). The U.S. EPA estimates that concentrations of CF4 in the atmosphere are over 70 ppt.

No health effects are known to result from exposure to PFCs. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.

Sulfur Hexafluoride: Sulfur hexafluoride (SF6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). The U.S. EPA indicates that concentrations in the 1990s were about 4 ppt. In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing.

Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

2.5 EFFECTS OF CLIMATE CHANGE IN CALIFORNIA

The California Environmental Protection Agency (CalEPA) published a report titled "Scenarios of Climate Change in California: An Overview" (Climate Scenarios report) in February 2006 (California Climate Change Center 2006), that while not adequate for a CEQA project-specific or cumulative analysis, is generally instructive about the statewide impacts of global warming.

The Climate Scenarios report uses a range of emissions scenarios developed by the Intergovernmental Panel on Climate Change (IPCC) to project a series of potential warming ranges (i.e., temperature increases) that may occur in California during the 21st century: lower warming range (3.0-5.5^{o}F); medium warming range (5.5-8.0^{o}F); and higher warming range (8.0-10.5^{o}F). The Climate Scenarios report then presents an analysis of future climate in California under each warming range, that while uncertain, present a picture of the impacts of global climate change trends in California.

In addition, most recently on August 5, 2009, the State's Natural Resources Agency released a public review draft of its "California Climate Adaptation Strategy" report that details many vulnerabilities arising from climate change with respect to matters such as temperature extremes, sea level rise, wildfires, floods and droughts and precipitation changes. This report responds to the Governor's Executive Order S-13-2008 that called on state agencies to develop California's strategy to identify and prepare for expected climate impacts

According to the reports, substantial temperature increases arising from increased GHG emissions potentially could result in a variety of impacts to the people, economy, and environment of California associated with a projected increase in extreme conditions, with the severity of the impacts depending upon actual future emissions of GHGs and associated warming. Under the emissions scenarios of the Climate Scenarios report, the impacts of global warming in California have the potential to include, but are not limited to, the following areas:

Air Quality/General Thermal Effects

According to Cal EPA, higher temperatures may increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation could increase from 25 to 35 percent under the lower warming range to 75 to 85 percent under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become difficult to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances, depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming range scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures could increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts captures and transports water throughout the state from northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snowpack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snowpack, increasing the risk of summer water shortages.

If temperatures continue to increase, more precipitation could fall as rain instead of snow, and the snow that does fall could melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. Under the lower warming range scenario, snowpack losses could be only half as large as those possible if temperatures were to rise to the higher warming range. How much snowpack could be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snowpack could pose challenges to water managers and hamper hydropower generation. It could also adversely affect winter tourism. Under the lower warming range, the ski season at lower elevations could be reduced by as much as a month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing and snowboarding.

The State's water supplies are also at risk from rising sea levels. An influx of saltwater could degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta – a major fresh water supply.

Agriculture

Increased temperatures could cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. First, California farmers could possibly lose as much as 25 percent of the water supply they need. Although higher CO2 levels can stimulate plant production and increase plant water-use efficiency, California's farmers could face greater water demand for crops and a less reliable water supply as temperatures rise. Crop growth and development could change, as could the intensity and frequency of pest and disease outbreaks. Rising temperatures could aggravate O3 pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures could worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts.

In addition, continued global climate change could shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion could occur in many species while range contractions may be less likely in rapidly evolving species with significant populations already established. Should range contractions occur, new or different weed species could fill the emerging gaps. Continued global climate change could alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

Global climate change has the potential to intensify the current threat to forests and landscapes by increasing the risk of wildfire and altering the distribution and character of natural vegetation. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation, winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the state. In contrast, wildfires in northern California could increase by up to 90 percent due to decreased precipitation.

Moreover, continued global climate change has the potential to alter natural ecosystems and biological diversity within the state. For example, alpine and subalpine ecosystems could decline by as much as 60 to 80 percent by the end of the century as a result of increasing temperatures. The productivity of the state's forests has the potential to decrease as a result of global climate change.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures could increasingly threaten the state's coastal regions. Under the higher warming range scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate low-lying coastal areas with salt water, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats. Under the lower warming range scenario, sea level could rise 12-14 inches.

2.6 HUMAN HEALTH EFFECTS

The potential health effects related directly to the emissions of carbon dioxide, methane, and nitrous oxide as they relate to development projects such as the Project are still being debated in the scientific community. Their cumulative effects to global climate change have the potential to cause adverse effects to human health. Increases in Earth's ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport that higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change would likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas (21). Exhibit 2-A presents the potential impacts of global warming.

Water Vapor: There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.

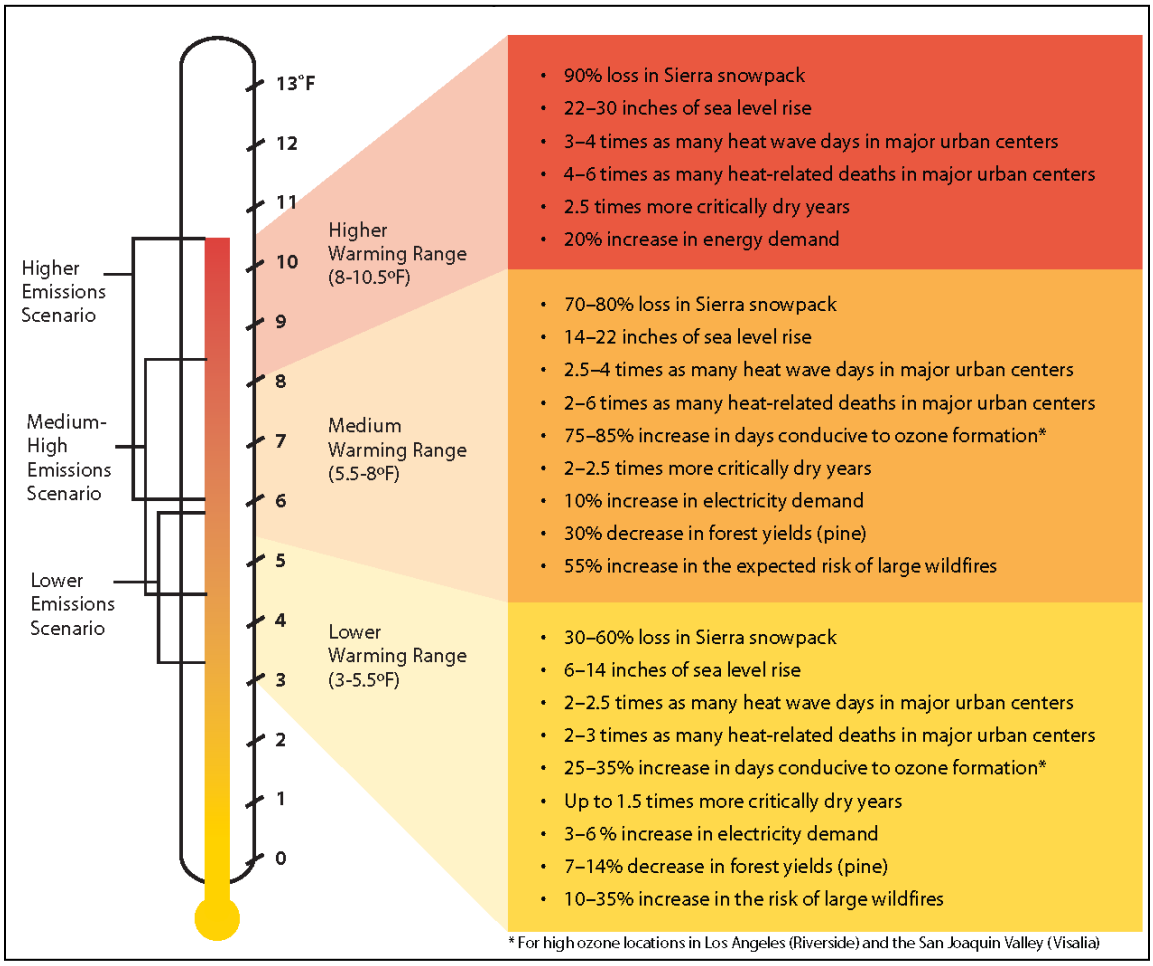
Carbon Dioxide: According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of carbon dioxide can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of carbon dioxide in the earth's atmosphere are estimated to be approximately 370 parts per million (ppm), the actual reference exposure level (level at which adverse health effects typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15 minute period (22).

Specific health effects associated with directly emitted GHG emissions are as follows:

Methane: Methane is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Methane is also an asphyxiant and may displace oxygen in an enclosed space (23).

Nitrous Oxide: Nitrous Oxide is often referred to as laughing gas; it is a colorless greenhouse gas. The health effects associated with exposure to elevated concentrations of nitrous oxide include dizziness, euphoria, slight hallucinations, and in extreme cases of elevated concentrations nitrous oxide can also cause brain damage (23).

EXHIBIT 2-A: SUMMARY OF PROJECTED GLOBAL WARMING IMPACT, 2070-2099 (AS COMPARED WITH 1961-1990)



Fluorinated Gases: High concentrations of fluorinated gases can also result in adverse health effects such as asphyxiation, dizziness, headache, cardiovascular disease, cardiac disorders, and in extreme cases, increased mortality (22).

Aerosols: The health effects of aerosols are similar to that of other fine particulate matter. Thus aerosols can cause elevated respiratory and cardiovascular diseases as well as increased mortality (24).

2.7 REGULATORY SETTING

International Regulation and the Kyoto Protocol:

In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement with the goal of controlling greenhouse gas emissions. As a result, the Climate

Change Action Plan was developed to address the reduction of GHGs in the United States. The Plan currently consists of more than 50 voluntary programs for member nations to adopt.

The Kyoto protocol is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. Some have estimated that if the commitments outlined in the Kyoto protocol are met, global GHG emissions could be reduced an estimated five percent from 1990 levels during the first commitment period of 2008-2012. Notably, while the United States is a signatory to the Kyoto protocol, Congress has not ratified the Protocol and the United States is not bound by the Protocol's commitments. In December 2009, international leaders from 192 nations met in Copenhagen to address the future of international climate change commitments post-Kyoto.

Federal Regulation and the Clean Air Act:

Coinciding 2009 meeting in Copenhagen, on December 7, 2009, the U.S. Environmental Protection Agency issued an Endangerment Finding under Section 202(a) of the Clean Air Act, opening the door to federal regulation of GHGs. The Endangerment Finding notes that GHGs threaten public health and welfare and are subject to regulation under the Clean Air Act. To date, the EPA has not promulgated regulations on GHG emissions, but it has already begun to develop them.

Previously the EPA had not regulated GHGs under the Clean Air Act (25) because it asserted that the Act did not authorize it to issue mandatory regulations to address global climate change and that such regulation would be unwise without an unequivocally established causal link between GHGs and the increase in global surface air temperatures. In Massachusetts v. Environmental Protection Agency et al. (127 S. Ct. 1438 (2007), however, the U.S. Supreme Court held that GHGs are pollutants under the Clean Air Act and directed the EPA to decide whether the gases endangered public health or welfare. The EPA had also not moved aggressively to regulate GHGs because it expected Congress to make progress on GHG legislation, primarily from the standpoint of a cap-and-trade system. However, proposals circulated in both the House of Representative and Senate have been controversial and it may be some time before the U.S. Congress adopts major climate change legislation. The EPA's Endangerment Finding paves the way for federal regulation of GHGs with or without Congress.

Although global climate change did not become an international concern until the 1980s, efforts to reduce energy consumption began in California in response to the oil crisis in the 1970s, resulting in the unintended reduction of greenhouse gas emissions. In order to manage the state's energy needs and promote energy efficiency, AB 1575 created the California Energy Commission (CEC) in 1975.

Title 24 Energy Standards:

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (5) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and

other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The Energy Commission's most recent standard, 2013 Building Energy Efficiency Standard, is 25 percent more efficient than previous standards for residential construction and 30 percent better for nonresidential construction. The Standards, which took effect on January 1, 2014, offer builders better windows, insulation, lighting, ventilation systems and other features that reduce energy consumption in homes and businesses. Some improved measures in the Standards include:

Residential:

- Solar-ready roofs to allow homeowners to add solar photovoltaic panels at a future date
- More efficient windows to allow increased sunlight, while decreasing heat gain
- Insulated hot water pipes, to save water and energy and reduce the time it takes to deliver hot water
- Whole house fans to cool homes and attics with evening air reducing the need for air conditioning load
- Air conditioner installation verification to insure efficient operation

Nonresidential:

- High performance windows, sensors and controls that allow buildings to use "daylighting"
- Efficient process equipment in supermarkets, computer data centers, commercial kitchens, laboratories, and parking garages
- Advanced lighting controls to synchronize light levels with daylight and building occupancy, and provide demand response capability
- Solar-ready roofs to allow businesses to add solar photovoltaic panels at a future date
- Cool roof technologies

CALGreen

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code) (26). The purpose of the CALGreen Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality.” The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). The CBSC has released the 2010 California Green Building Standards Code on its Web site. Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code.

CALGreen contains both mandatory and voluntary measures, for Non-Residential land uses there are 39 mandatory measures including, but not limited to: exterior light pollution reduction, wastewater reduction by 20%, and commissioning of projects over 10,000 sf. There are two tiers of voluntary measures for Non-Residential land uses for a total of 36 additional elective measures.

The 2013 CALGreen includes additions and amendments to the water efficiency standards for non residential buildings in order to comply with the reduced flow rate table. The 2013 CALGreen has also been rewritten to clarify and definitively identify the requirements and applicability for residential and nonresidential buildings.

Vehicle Standards

Other regulations have been adopted to address vehicle standards including United States Environmental Protection Agency (USEPA) and National Highway Traffic Safety Administration (NHTSA) joint rulemaking for vehicle standards:

- On March 30, 2009, the NHTSA issued a final rule for model year 2011 (27).
- On May 7, 2010, the USEPA and NHTSA issued a Supplemental Notice of Intent announcing plans to propose stringent, coordinated federal greenhouse gas and fuel economy standards for model year 2017-2025 light-duty vehicles (28)
- On August 9, 2011 USEPA and NHTSA issued a Supplemental Notice of Intent announcing plans to propose stringent, coordinated federal greenhouse has and fuel economy standards for model year 2017-2025 light-duty vehicles (29)
- The NHSTA intends to set standards for model years 2022-2025 in a future rulemaking (30)
- In addition to the regulations applicable to cars and light-duty trucks, on August 9, 2011, the USEPA and the NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks, which applies to vehicles from model year 2014–2018 (31)

Energy Independence and Security Act

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law (32). Among other key measures, the Act would do the following, which would aid in the reduction of national GHG emissions, both mobile and non-mobile.

Council on Environmental Quality (CEQ) National Environmental Policy Act (NEPA) Guidelines on GHG

On February 18, 2010, the White House Council on Environmental Quality published draft guidance on the consideration of greenhouse gases and climate change for NEPA analyses (33). It recommends that proposed federal actions that are reasonably expected to directly emit 25,000 metric tons of CO2e/year should prepare a quantitative and qualitative NEPA analysis of direct and indirect greenhouse gas emissions.

The draft guidance provides reporting tools and instructions on how to assess the effects of climate change. The draft guidance does not apply to land and resource management actions, nor does it propose to regulate greenhouse gases. Although CEQ has not yet issued final

guidance, various NEPA documents are beginning to incorporate the approach recommended in the draft guidance (34)

Other Applicable Regulations and Policies

In addition to the federal regulations and programs described above, there are still more policies and programs to address climate change. A database compiled by the International Energy Agency lists more than 300 policies and measures addressing climate change in the United States (35).

The Western Regional Climate Action Initiative (WCI)

The Western Regional Climate Action Initiative (WCI) is a partnership among seven states, including California, and four Canadian provinces to implement a regional, economy-wide cap-and-trade system to reduce global warming pollution. The WCI will cap GHG emissions from the region's electricity, industrial, and transportation sectors with the goal to reduce the heat trapping emissions that cause global warming to 15% below 2005 levels by 2020. When the WCI adopted this goal in 2007, it estimated that this would require 2007 levels to be reduced worldwide between 50% and 85% by 2050. California is working closely with the other states and provinces to design a regional GHG reduction program that includes a cap-and-trade approach. CARB's planned cap and-trade program, discussed below, is also intended to link California and the other member states and provinces.

California Assembly Bill No. 1493 (AB 1493):

AB 1493 requires CARB to develop and adopt the nation's first greenhouse gas emission standards for automobiles. The Legislature declared in AB 1493 that global warming was a matter of increasing concern for public health and environment in California (4). Further, the legislature stated that technological solutions to reduce greenhouse gas emissions would stimulate the California economy and provide jobs.

To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) adding GHG emission standards to California's existing motor vehicle emission standards in 2004. Amendments to CCR Title 13 Sections 1900 (CCR 13 1900) and 1961 (CCR 13 1961) and adoption of Section 1961.1 (CCR 13 1961.1) require automobile manufacturers to meet fleet average GHG emission limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty passenger vehicle weight classes beginning with the 2009 model year. Emission limits are further reduced each model year through 2016.

In December 2004 a group of car dealerships, automobile manufacturers, and trade groups representing automobile manufacturers filed suit against CARB to prevent enforcement of CCR 13 1900 and CCR 13 1961 as amended by AB 1493 and CCR 13 1961.1 (Central Valley Chrysler-Jeep et al. v. Catherine E. Witherspoon, in her official capacity as Executive Director of the California Air Resources Board, et al.). The suit, heard in the U.S. District Court for the Eastern District of California, contended that California's implementation of regulations that in effect regulate vehicle fuel economy violates various federal laws, regulations, and policies. In January

2007, the judge hearing the case accepted a request from the State Attorney General's office that the trial be postponed until a decision is reached by the U.S. Supreme Court on a separate case addressing GHGs. In the Supreme Court Case, Massachusetts vs. EPA, the primary issue in question is whether the Federal Clean Air Act (CAA) provides authority for USEPA to regulate CO2 emissions. In April 2007, the U.S. Supreme Court ruled in Massachusetts' favor, holding that GHGs are air pollutants under the CAA. On December 11, 2007, the judge in the Central Valley Chrysler-Jeep case rejected each plaintiff's arguments and ruled in California's favor. On December 19, 2007, the USEPA denied California's waiver request. California filed a petition with the Ninth Circuit Court of Appeals challenging USEPA's denial on January 2, 2008.

The Obama administration subsequently directed the USEPA to re-examine their decision. On May 19, 2009, challenging parties, automakers, the State of California, and the federal government reached an agreement on a series of actions that would resolve these current and potential future disputes over the standards through model year 2016. In summary, the USEPA and the U.S. Department of Transportation agreed to adopt a federal program to reduce GHGs and improve fuel economy, respectively, from passenger vehicles in order to achieve equivalent or greater greenhouse gas benefits as the AB 1493 regulations for the 2012–2016 model years. Manufacturers agreed to ultimately drop current and forego similar future legal challenges, including challenging a waiver grant, which occurred on June 30, 2009. The State of California committed to (1) revise its standards to allow manufacturers to demonstrate compliance with the fleet-average GHG emission standard by "pooling" California and specified State vehicle sales; (2) revise its standards for 2012–2016 model year vehicles so that compliance with USEPA-adopted GHG standards would also comply with California's standards; and (3) revise its standards, as necessary, to allow manufacturers to use emissions data from the federal CAFE program to demonstrate compliance with the AB 1493 regulations (36). Both of these programs are aimed at light-duty auto and light-duty trucks.

Executive Order S-3-05:

Executive Order S-3-05, which was signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change (37). It declares that increased temperatures could reduce the Sierra's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 1990 level by 2020, and to 80% below the 1990 level by 2050. The Executive Order directed the Secretary of the California Environmental Protection Agency to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The Secretary also is required to submit biannual reports to the Governor and state Legislature describing: (1) progress made toward reaching the emission targets; (2) impacts of global warming on California's resources; and (3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of the CalEPA created a Climate Action Team (CAT) made up of members from various state agencies and commission. CAT released its first report in March 2006. The report proposed to achieve the targets by building on voluntary actions of California businesses, local government and community actions, as well as through state incentive and regulatory programs.

California Assembly Bill 32 (AB 32):

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020 (2). This reduction will be accomplished through an enforceable statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires that CARB adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrives at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state achieves reductions in GHG emissions necessary to meet the cap. AB 32 also includes guidance to institute emissions reductions in an economically efficient manner and conditions to ensure that businesses and consumers are not unfairly affected by the reductions.

In November 2007, CARB completed its estimates of 1990 GHG levels. Net emission 1990 levels were estimated at 427 MMTs (emission sources by sector were: transportation – 35 percent; electricity generation – 26 percent; industrial – 24 percent; residential – 7 percent; agriculture – 5 percent; and commercial – 3 percent) [4]. Accordingly, 427 MMTs of CO2 equivalent was established as the emissions limit for 2020. For comparison, CARB's estimate for baseline GHG emissions was 473 MMT for 2000 and 532 MMT for 2010. "Business as usual" conditions (without the 28.4 percent reduction to be implemented by CARB regulations) for 2020 were projected to be 596 MMTs.

In December 2007, CARB approved a regulation for mandatory reporting and verification of GHG emissions for major sources. This regulation covered major stationary sources such as cement plants, oil refineries, electric generating facilities/providers, and co-generation facilities, which comprise 94 percent of the point source CO2 emissions in the State.

On December 11, 2008, CARB adopted a scoping plan to reduce GHG emissions to 1990 levels. The Scoping Plan's recommendations for reducing GHG emissions to 1990 levels by 2020 include emission reduction measures, including a cap-and-trade program linked to Western Climate Initiative partner jurisdictions, green building strategies, recycling and waste-related measures, as well as Voluntary Early Actions and Reductions. Implementation of individual measures must begin no later than January 1, 2012, so that the emissions reduction target can be fully achieved by 2020.

Table 2-3 summarizes estimated GHG emissions reduction realized from implementation of regulations and programs outlined in the CARB Scoping Plan. While local government operations were not accounted for in achieving the 2020 emissions reduction, local land use

[4] On a national level, the EPA's Endangerment Finding stated that electricity generation is the largest emitting sector (34%), followed by the transportation (28%), and industry (19%)

changes are estimated to result in a reduction of 5 MMTons of CO2e, which is approximately 3 percent of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments would play in successful implementation of AB 32, CARB is recommending GHG reduction goals of 15 percent of 2006 levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target. According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 MMTons tons of CO2e (or approximately 1.2 percent of the GHG reduction target).

California Senate Bill No. 1368 (SB 1368):

In 2006, the State Legislature adopted Senate Bill 1368 ("SB 1368"), which was subsequently signed into law by the Governor (9). SB 1368 directs the California Public Utilities Commission ("CPUC") to adopt a greenhouse gas emission performance standard ("EPS") for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Due to the carbon content of its fuel source, a coal-fired plant cannot meet this standard because such plants emit roughly twice as much carbon as natural gas, combined cycle plants.

Accordingly, the new law would effectively prevent California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. Thus, SB 1368 would lead to dramatically lower greenhouse gas emissions associated with California energy demand, as SB 1368 would effectively prohibit California utilities from purchasing power from out of state producers that cannot satisfy the EPS standard required by SB 1368.

CEQA Guidelines

CEQA Guideline § 15064.4(a)"A lead agency shall have discretion to determine, in the context of a particular project, whether to: 1. Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use . . .; or 2. Rely on a qualitative analysis or performance based standards."

Also amended were CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. Greenhouse gas mitigation measures are referenced in general terms, but no specific measures are championed. The revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze greenhouse gas emissions in an EIR when a Project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emission are cumulatively considerable.

Section 15183.5 permits programmatic greenhouse gas analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such

plans can support determination that a Project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b).

CEQA emphasizes that the effects of greenhouse gas emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis. (See CEQA Guidelines Section 15130(f)).

Section 15064.4(b) of the CEQA Guidelines provides direction for lead agencies for assessing the significance of impacts of greenhouse gas emissions:

1. The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; or
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

TABLE 2-3: CARB SCOPING PLAN GHG MEASURES AND ESTIMATED GHG EMISSIONS REDUCTIONS

Recommended Scoping Plan Measures	*Reductions Counted toward 2020 Target of 169 MMT CO2e*	*Percentage of Statewide 2020 Target*
Cap and Trade Program and Associated Measures		
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets[1]	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy Duty Vehicles	1.4	1%
High Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
Total Cap and Trade Program Reductions	146.7	87%
Uncapped Sources/Sectors Measures		
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
Total Uncapped Sources/Sectors Reductions	27.3	16%
Total Reductions Counted toward 2020 Target	174	100%
Other Recommended Measures – Not Counted toward 2020 Target		
State Government Operations	1.0 to 2.0	1%
Local Government Operations	To Be Determined[2]	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%
Methane Capture at Large Dairies	1	1%
Total Other Recommended Measures – Not Counted toward 2020 Target	42.8	NA

Source: CARB. 2008, MMTons CO2e: million metric tons of CO2e

[1]Reductions represent an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target.

[2]According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 million metric tons of CO2e (or approximately 1.2 percent of the GHG reduction target). However, these reductions were not included in the Scoping Plan reductions to achieve the 2020 Target

The CEQA Guidelines do not identify a threshold of significance for greenhouse gas emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Instead, they call for a "good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." The Guidelines encourage lead agencies to consider many factors in performing a CEQA analysis and preserve lead agencies' discretion to make their own determinations based upon substantial evidence. The Guidelines also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. Specific GHG language incorporated in the Guidelines' suggested Environmental Checklist (Guidelines Appendix G) is as follows:

VII. GREENHOUSE GAS EMISSIONS

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

<u>Executive Order S-01-07:</u>

On January 18, 2007 California Governor Arnold Schwarzenegger, through Executive Order S-01-07, mandated a statewide goal to reduce the carbon intensity of California's transportation fuel by at least ten percent by 2020 (38). The order also requires that a California specific Low Carbon Fuel Standard be established for transportation fuels.

<u>Senate Bills 1078 and 107 and Executive Order S-14-08:</u>

SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20% of their supply from renewable sources by 2017 (39). SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010 (38). In November 2008 Governor Schwarzenegger signed Executive Order S-14-08, which expands the state's Renewable Energy Standard to 33% renewable power by 2020 (40).

<u>Senate Bill 375:</u>

SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that would prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, would provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035.

These reduction targets would be updated every 8 years but can be updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets.

CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects would not be eligible for funding programmed after January 1, 2012.

This law also extends the minimum time period for the regional housing needs allocation cycle from 5 years to 8 years for local governments located within an MPO that meets certain requirements. City or county land use policies (including general plans) are not required to be consistent with the regional transportation plan (and associated SCS or APS). However, new provisions of CEQA would incentivize (through streamlining and other provisions) qualified projects that are consistent with an approved SCS or APS, categorized as "transit priority projects."

The Southern California Association of Governments (SCAG) is required by law to update the Southern California Regional Transportation Plan (RTP) every four years. The 2012 draft plan has been released; this draft plan differs from past plans because it includes development of a SCS. The RTP/SCS incorporates land use and housing policies to meet the greenhouse gas emissions targets established by the California Air Resource Board for 2020 (8% reduction) and 2035 (13% reduction). On April 4, 2012, the Regional Council of SCAG adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future.

<u>CARB's Preliminary Draft Staff Proposal for Interim Significance Thresholds:</u>

Separate from its Scoping Plan approved in December of 2008 (41), CARB issued a Staff Proposal in October 2008, as its first step toward developing recommended statewide interim thresholds of significance for GHGs that may be adopted by local agencies for their own use. CARB staff's objective in this proposal is to develop a threshold of significance that would result in the vast majority (approximately 90 percent statewide) of GHG emissions from new industrial projects being subject to CEQA's requirement to impose feasible mitigation. The proposal does not attempt to address every type of project that may be subject to CEQA, but instead focuses on common project types that, collectively, are responsible for substantial GHG emissions – specifically, industrial, residential, and commercial projects. CARB is developing these thresholds in these sectors to advance climate objectives, streamline project review, and encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the state. These draft thresholds are under revision in response to comments. There is currently no timetable for finalized thresholds at this time.

As currently proposed by CARB, a quantitative threshold of 7,000 metric tons (MT) of CO2e per year for operational emissions (excluding transportation), and performance standards yet to be defined for construction and transportation emissions are under consideration. However, CARB's proposal is not yet final, and thus cannot be applied to the Project.

<u>South Coast Air Quality Management District Recommendations for Significance Thresholds:</u>

In April 2008, the South Coast Air Quality Management District (SCAQMD), in order to provide guidance to local lead agencies on determining the significance of GHG emissions identified in CEQA documents, convened a "GHG CEQA Significance Threshold Working Group." The goal of

the working group is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that would be utilized on an interim basis until CARB (or some other state agency) develops statewide guidance on assessing the significance of GHG emissions under CEQA.

Initially, SCAQMD staff presented the working group with a significance threshold that could be applied to various types of projects—residential; non-residential; industrial; etc (42). However, the threshold is still under development. In December 2008, staff presented the SCAQMD Governing Board with a significance threshold for stationary source projects where it is the lead agency. This threshold uses a tiered approach to determine a project's significance, with 10,000 metric tons of carbon dioxide equivalent (MTCO2e) as a screening numerical threshold for stationary sources. More importantly it should be noted that when setting the 10,000 MTCO2e threshold, the SCAQMD did not consider mobile sources (vehicular travel), rather the threshold is based mainly on stationary source generators such as boilers, refineries, power plants, etc. Therefore it would be misleading to apply a threshold that was developed without consideration for mobile sources to a Project where the majority of emissions are related to mobile sources. Thus there is no SCAQMD threshold that can be applied to this Project.

In September 2010 (43), the Working Group released additional revisions that consist of the following recommended tiered approach:

- Tier 1 consists of evaluating whether or not the Project qualifies for applicable CEQA exemptions.
- Tier 2 consists of determining whether or not a Project is consistent with a greenhouse gas reduction plan. If a Project is consistent with a greenhouse gas reduction plan, it would not have a significant impact.
- Tier 3 consists of screening values at the discretion of the lead agency; however they should be consistent for all projects within its jurisdiction. Project-related construction emissions should be amortized over 30 years and should be added back the Project's operational emissions. The following thresholds are proposed for consideration:
    - 3,000 MTCO2e per year for all land use types

      or
    - 3,500 MTCO2e per year for residential; 1,400 MTCO2e per year for commercial; or 3,000 MTCO2e per year for mixed-use projects
- Tier 4 has the following options:
    - Option 1: Reduce emissions from business as usual by a certain percentage (currently undefined)
    - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
    - Option 3: A project-level efficiency target of 4.8 MTCO2e per service population as a 2020 target and 3.0 MTCO2e per service population as a 2035 target. The recommended plan-level target for 2020 is 6.6 MTCO2e and the plan level target for 2035 is 4.1 MTCO2e
- Tier 5 involves mitigation offsets to achieve target significance thresholds

The SCAQMD has also adopted Rules 2700, 2701, and 2702 that address GHG reductions. However, these rules address boilers and process heater, forestry, and manure management projects, none of which are required by the Project

2.8 DISCUSSION ON ESTABLISHMENT OF SIGNIFICANCE THRESHOLDS

In order to assess the significance of a Project's environmental impacts it is necessary to identify quantitative or qualitative thresholds which, if exceeded, would constitute a finding of significance. As discussed above, while Project-related GHG emissions can be estimated, the direct impacts of such emissions on climate change and global warming cannot be determined on the basis of available science. There is no evidence at this time that would indicate that the emissions from a project the size of the Project considered herein would directly or indirectly affect global climate change.

AB 32 states, in part, that "[g]lobal warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." Because global warming is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, global climate change is considered to be a cumulative impact.

As previously discussed, the CEQA Guidelines indicate that a project would result in a significant impact on climate change if a project were to: a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; Or b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Based on the above factors (and particularly the adopted addition of CEQA Guideline § 15064.4, subdivisions (b)(2) and (b)(3), the City of Wildomar (the Project lead agency) has determined it is appropriate to rely on AB 32 implementation guidance as one benchmark for purposes of this analysis (44). In adopting AB 32, the legislature determined the necessary GHG reductions for the state to make in order to sufficiently offset its contribution to the cumulative climate change problem. Accordingly, the project's GHG emission levels will be analyzed to determine whether project approval would impede compliance with the GHG emissions reduction mandate established by AB 32 which requires that California's GHG emissions limit be reduced to 1990 levels by 2020. As noted in the scoping Plan (45), a reduction of 28.5 percent below the "business as usual" scenario is required to meet the goals of AB 32 (46).

Specifically, to understand what percentage reduction in emissions would be required to achieve AB 32's goals, CARB first determined that the 1990 baseline GHG emission level is 427 (MMT) CO2E. CARB then estimated the statewide emissions that would be generated in the 2020 assuming (see Appendix F of CARB 2008). CARB's prediction for 2020 emissions is 596 MMT CO2E, assuming "business as usual." The 2020 business-as-usual forecast does not take any credit for reductions from GHG measures included in the Scoping Plan, including those enacted before AB 32. Accordingly, AB 32's mandated decrease in GHG emissions from 596 to 427 MMT CO2E is equivalent to a 28.5% emissions reduction. Thus, this AB 32 mandate would require a 28.5% reduction in emissions relative to the 2020 business-as-usual scenario by 2020.

Pursuant to Guidelines Section 15064(h)(3) for a project consistent with AB 32's goal, which would require a 28.5 percent or greater reduction from BAU, project specific and cumulative climate change impacts would be less than significant. This approach is consistent with guidance released by SCAQMD, Riverside County, San Joaquin Air Pollution Control District (SJVAPCD) and Bay Area Air Quality Management District (BAAQMD). The AB 32 consistency threshold was also upheld in Citizens for Responsible Equitable Environmental Development v. City of Chula Vista (2011) 197 Cal.App.4th 327. Section 15064.7 of the CEQA Amendments states that "[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significant previously adopted or recommended by other public agencies or recommended by experts."

3 PROJECT GREENHOUSE GAS IMPACT

3.1 CALIFORNIA EMISSIONS ESTIMATOR MODEL™ (CALEEMOD™) EMPLOYED TO ESTIMATE GHG EMISSIONS

On October 2, 2013, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) released the latest version of the California Emissions Estimator Model™ (CalEEMod™) v2013.2.2. The purpose of this model is to more accurately calculate construction-source and operational-source criteria pollutant (NO_x, VOC, PM_{10}, $PM_{2.5}$, SO_x, and CO) and greenhouse gas (GHG) emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures (47). Accordingly, the latest version of CalEEMod has been used for this Project to determine construction and operational air quality impacts. Output from the model runs for both construction and operational activity are provided in Appendix 3.1

3.2 CONSTRUCTION AND OPERATIONAL LIFE-CYCLE ANALYSIS NOT REQUIRED

A full life-cycle analysis (LCA) for construction and operational activity is not included in this analysis due to the lack of consensus guidance on LCA methodology at this time (48). Life-cycle analysis (i.e., assessing economy-wide GHG emissions from the processes in manufacturing and transporting all raw materials used in the project development, infrastructure and on-going operations) depends on emission factors or econometric factors that are not well established for all processes. At this time a LCA would be extremely speculative and thus has not been prepared.

Additionally, the SCAQMD recommends analyzing direct and indirect project GHG emissions generated within California and not life-cycle emissions because the life-cycle effects from a project could occur outside of California, might not be very well understood or documented, and would be challenging to mitigate (49). Additionally, the science to calculate life cycle emissions is not yet established or well defined, therefore SCAQMD has not recommended, and is not requiring, life-cycle emissions analysis.

3.3 EXISTING PROJECT SITE GREENHOUSE GAS EMISSIONS

The Project site is generally level and currently vacant. Thus the site is currently not generating a quantifiable amount of GHG emissions.

3.4 PROJECT RELATED GREENHOUSE GAS EMISSIONS

3.4.1 CONSTRUCTION EMISSIONS

Construction activities associated with the Project would result in emissions of CO2 and CH4 from construction activities. The report Clinton Keith Road (APN 380-250-003) Air Quality Impact Analysis Report, Urban Crossroads, Inc. (2014) contains detailed information regarding construction activity (50).

For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total greenhouse gas emissions for the construction activities, dividing it by the a 30 year project life then adding that number to the annual operational phase GHG emissions (51). As such, construction emissions were amortized over a 30 year period and added to the annual operational phase GHG emissions.

3.5 OPERATIONAL EMISSIONS

Operational activities associated with the proposed Project will result in emissions of CO2, CH4, and N2O from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions
- Solid Waste
- Water Supply, Treatment and Distribution

3.5.1 AREA SOURCE EMISSIONS

Hearths/Fireplaces

GHG emissions would result from the combustion of wood or biomass and are considered biogenic emissions of CO2. The emissions associated with use of hearths/fireplaces were calculated based on assumptions provided in the CalEEMod model. The Project is required to comply with SCAQMD Rule 445, which prohibits the use of wood burning stoves and fireplaces in new development. In order to account for the requirements of this Rule, the unmitigated CalEEMod model estimates were adjusted to remove wood burning stoves and fireplaces. As the project is required to comply with SCAQMD Rule 445, the removal of wood burning stoves and fireplaces is not considered "mitigation" although it must be identified as such in CalEEMod in order to treat the case appropriately.

Landscape Maintenance Equipment

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

3.5.2 ENERGY SOURCE EMISSIONS

Combustion Emissions Associated with Natural Gas and Electricity

GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO2 and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a

building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. Unless otherwise noted, CalEEMod™ default parameters were used.

3.5.3 MOBILE SOURCE EMISSIONS

Vehicles

GHG emissions will also result from mobile sources associated with the Project. These mobile source emissions will result from the typical daily operation of motor vehicles by visitors, employees, and residents.

Project mobile source emissions are dependent on both overall daily vehicle trip generation. Trip characteristics available from the report, Clinton Keith Road (APN 380-250-003) Traffic Impact Analysis (Urban Crossroads) 2014 were utilized in this analysis (52).

3.5.4 SOLID WASTE

Residential, commercial, and retail land uses will result in the generation and disposal of solid waste. A large percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. GHG emissions associated with the disposal of solid waste associated with the proposed Project were calculated by the CalEEMod™ model using default parameters.

3.5.5 WATER SUPPLY, TREATMENT AND DISTRIBUTION

Indirect GHG emissions result from the production of electricity used to convey, treat and distribute water and wastewater. The amount of electricity required to convey, treat and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod™ default parameters were used.

3.6 EMISSIONS SUMMARY

3.6.1 BAU SCENARIO

The BAU scenario presented here is consistent with the California Air Resources Board's definition of BAU[5]. More specifically, the BAU scenario evaluated herein reflects development of the Project site without mitigation measures and state requirements established by AB 32 which would collectively act to reduce GHG emissions.

The total amount of Project-related GHG emissions under a BAU scenario, without accounting for any mitigation measures and regulatory developments that would reduce GHG emissions

5 CARB defines BAU in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002-2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004

from direct and indirect sources combined would total approximately 4,900.10 MTCO2e, as shown on Table 3-1.

TABLE 3-1: "BUSINESS AS USUAL" GREENHOUSE GAS EMISSIONS

Emission Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	Total CO_2E
Annual construction-related emissions amortized over 30 years	50.99	0.007	--	51.13
Area	41.65	5.19e-3	7.10e-4	41.98
Energy	602.60	0.02	6.94e-3	605.26
Mobile Sources	3,863.68	0.34	--	3,870.77
Waste	96.15	5.68	--	215.48
Water Usage	99.95	0.54	0.01	115.48
Total CO_2E (All Sources)	**4,900.10**			

Source: CalEEMod™ model output, See Appendix 3.1 for detailed model outputs.
Note: Totals obtained from CalEEMod™ and may not total 100% due to rounding.

Table results include scientific notation. *e* is used to represent *times ten raised to the power of* (which would be written as x 10^{b}") and is followed by the value of the exponent

3.6.2 PROJECT SCENARIO

The total amount of Project-related GHG emissions when accounting for applicable regulatory developments, and mitigation measures that would reduce GHG emissions from direct and indirect sources combined would total 2,938.48 MMTCO2e as shown on Table 3-2. This translates to in an approximate 40.03% reduction in GHG emissions when compared to a BAU scenario. Thus, with application of proposed air pollutant mitigation measures, and realization of regulatory developments, the Project's GHG reduction (40.03 %) would exceed the AB 32 reduction target of 28.5% (2).

TABLE 3-2: 2020 GREENHOUSE GAS EMISSIONS WITH APPLICABLE REGULATORY DEVELOPMENTS, DESIGN FEATURES AND MITIGATION MEASURES

Emission Source	Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	Total CO_2E
Annual construction-related emissions amortized over 30 years	50.99	0.007	--	51.13
Area	41.65	3.45e-3	7.10e-4	41.98
Energy	437.72	0.02	6.30e-3	440.14
Mobile Sources	2,097.55	0.06	--	2,098.90
Waste	96.15	5.68	--	215.48
Water Usage	75.32	0.54	0.01	90.85
Total CO_2E (All Sources)	**2,938.48**			

Source: CalEEMod™ model output, See Appendix 3.1 for detailed model outputs.
Note: Totals obtained from CalEEMod™ and may not total 100% due to rounding.

Table results include scientific notation. *e* is used to represent *times ten raised to the power of* (which would be written as x 10^{b}") and is followed by the value of the exponent

3.7 SUMMARY AND CONCLUSIONS

PROJECT IS CONSISTENT WITH AND SUPPORTS AB32 AND CARB SCOPING PLAN

The analysis demonstrates that the Project is consistent with, or otherwise not in conflict with, recommended measures and actions in the CARB Scoping Plan. The Scoping Plan establishes strategies and measures that would achieve GHG reductions goals set forth in the Global Warming Solutions Act of 2006 (AB 32). More specifically, the CARB Scoping Plan calls for an approximately 28.5 percent reduction in GHG emissions when compared to BAU conditions.

As shown on Table 3-3, the total amount of Project-related GHG emissions for BAU without accounting for any project design features or regulatory developments that would reduce GHG emissions from direct and indirect sources combined would total 4,900.10 MTCO2e. The total amount of Project-related GHG emissions when accounting for applicable regulatory developments, project design features, and mitigation measures that would reduce GHG emissions from direct and indirect sources combined would total 2,938.48 MTCO2e. This results in a 40.03% reduction from BAU, thus with implementation of the Project's design features and regulatory developments, the Project's GHG reduction would exceed the AB 32 reduction target of 28.5%.

TABLE 3-3: SUMMARY OF GHG EMISSIONS FOR BAU VS PROJECT

Category	CO2e Emissions	
	BAU	Project
	Metric Tons per Year	
Construction	51.13	51.13
Area	41.98	41.98
Energy Use	605.26	440.14
Mobile Sources (Traffic)	3,870.77	2,098.90
Waste Disposed	215.48	215.48
Water Use	115.48	90.85
Total	**4,900.10**	**2,938.48**
Project Improvement over BAU	**40.03%**	

Table 3-4 summarizes the GHG emissions reductions by source and identifies the applicable state measures and mitigation measures attributable reductions from the BAU scenario.

TABLE 3-4: GHG EMISSIONS REDUCTIONS BY SOURCE AND REDUCTION MEASURES BAU SCENARIO VS. PROJECT SCENARIO

Category	CO2e Emissions (Metric Tons per Year)				
	BAU Emissions	GHG Reduction State Measures	GHG Reduction Mitigation Measures	Total GHG Reduction	Net Project GHG Emissions (2020)
Construction	51.13	0.00	0.00	0.00	51.13
Area	41.98	0.00	0.00	0.00	41.98
Energy Use	605.26	165.12 - Renewable Portfolio Standards - 2013 Title 24 Requirements	0.00	165.12	440.14
Mobile Sources (Traffic)	3,870.77	1,107.30 - Pavley Fuel Efficiency Standards (AB1493) - Title 17 California Code of Regulations (Low Carbon Fuel Standard)	664.57 - Project Design Features (Increase Diversity)	1,771.87	2,098.90
Waste Disposed	215.48	0.00	0.00	0.00	215.48
Water Use	115.48	24.63 - Renewable Portfolio Standards create an indirect reduction in water use demand that is a result of a decrease in energy intensity. This is due to the fact that water demand is correlated to the energy needed to collect, move, and treat water throughout the state.	0.00	24.63	90.85
Total	**4,900.10**	**1,297.05**	**664.57**	**1,961.62**	**2,938.48**

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5 CERTIFICATION

The contents of this greenhouse gas study report represent an accurate depiction of the greenhouse gas impacts associated with the proposed Clinton Keith Road (APN 380-250-003) Project. The information contained in this greenhouse gas report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (949) 660-1994 ext. 217.

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Indoor Air Quality and Industrial Hygiene – EMSL Analytical • April, 2008
Principles of Ambient Air Monitoring – California Air Resources Board • August, 2007
AB2588 Regulatory Standards – Trinity Consultants • November, 2006
Air Dispersion Modeling – Lakes Environmental • June, 2006

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APPENDIX 3.1:

CALEEMOD EMISSIONS MODEL OUTPUTS

Grove Park

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	35.00	1000sqft	0.80	35,000.00	0
Parking Lot	615.00	Space	5.53	246,000.00	0
City Park	1.80	Acre	1.80	78,408.00	0
Apartments Low Rise	162.00	Dwelling Unit	6.80	162,000.00	463
Regional Shopping Center	20.00	1000sqft	0.46	20,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	497.64	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Source: CPUC GHG Calculator version 3c, worksheet tab “CO2 Allocations,” cells AH/AQ 35-44.

Land Use - based on information provided by the applicant

Construction Phase - based on a 2018 opening year

Off-road Equipment - 8 hour operation

Off-road Equipment - 8 hour operation

Off-road Equipment - water truck added

Off-road Equipment -

Off-road Equipment -

Grading -

Vehicle Trips - based on the Grove Park Traffic Impact Analysis. TR was adjusted to account for internal capture consistant with the TIA

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

Woodstoves - no woodstoves. all natural gas fireplaces

Energy Use - T-24 Electricity & Nat Gas were adjusted by 23.3% and 3.8% respectively (residential) / 21.8% and 16.8% (non-res), to reflect 2013 Title 24 requirements.Impact Analysis California's 2013 Building Energy Efficiency Standards (CEC 2013)

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - tier 3 mitigation to all scrapers and rubber tired dozers

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Area Mitigation - use 150 g/L low VOC paint

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	150

tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	30.00	75.00
tblEnergyUse	T24E	636.58	488.26
tblEnergyUse	T24E	3.75	2.93
tblEnergyUse	T24E	5.60	4.38
tblEnergyUse	T24NG	11,224.20	10,797.68
tblEnergyUse	T24NG	3.65	3.04
tblEnergyUse	T24NG	2.02	1.68
tblFireplaces	NumberGas	137.70	162.00
tblFireplaces	NumberNoFireplace	16.20	0.00
tblFireplaces	NumberWood	8.10	0.00
tblGrading	MaterialImported	0.00	78,300.00
tblLandUse	LotAcreage	10.13	6.80
tblOffRoadEquipment	HorsePower	400.00	189.00
tblOffRoadEquipment	LoadFactor	0.38	0.50
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	CO2IntensityFactor	630.89	497.64
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	11.00	34.00
tblVehicleTrips	PR_TP	54.00	66.00

tblVehicleTrips	ST_TR	7.16	5.80
tblVehicleTrips	ST_TR	8.96	8.69
tblVehicleTrips	ST_TR	49.97	43.24
tblVehicleTrips	SU_TR	6.07	5.32
tblVehicleTrips	SU_TR	1.55	1.50
tblVehicleTrips	SU_TR	25.24	21.84
tblVehicleTrips	WD_TR	6.59	6.04
tblVehicleTrips	WD_TR	36.13	34.91
tblVehicleTrips	WD_TR	42.94	36.95
tblWoodstoves	NumberCatalytic	8.10	0.00
tblWoodstoves	NumberNoncatalytic	8.10	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.7560	7.3222	6.3318	0.0131	0.7339	0.3446	1.0786	0.2444	0.3202	0.5646	0.0000	1,125.4232	1,125.4232	0.1468	0.0000	1,128.5055
2018	2.5383	2.0771	2.3944	5.0200e-003	0.2142	0.1134	0.3276	0.0575	0.1064	0.1639	0.0000	404.3403	404.3403	0.0502	0.0000	405.3949
Total	**3.2943**	**9.3993**	**8.7262**	**0.0181**	**0.9481**	**0.4580**	**1.4061**	**0.3019**	**0.4266**	**0.7285**	**0.0000**	**1,529.7635**	**1,529.7635**	**0.1970**	**0.0000**	**1,533.9004**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.6495	6.2919	5.9655	0.0131	0.5325	0.2986	0.8311	0.1617	0.2800	0.4417	0.0000	1,125.4227	1,125.4227	0.1468	0.0000	1,128.5049
2018	2.5383	2.0771	2.3944	5.0200e-003	0.2142	0.1134	0.3276	0.0575	0.1064	0.1639	0.0000	404.3401	404.3401	0.0502	0.0000	405.3947
Total	**3.1878**	**8.3689**	**8.3599**	**0.0181**	**0.7467**	**0.4120**	**1.1587**	**0.2192**	**0.3864**	**0.6056**	**0.0000**	**1,529.7628**	**1,529.7628**	**0.1970**	**0.0000**	**1,533.8997**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**3.23**	**10.96**	**4.20**	**0.00**	**21.25**	**10.04**	**17.60**	**27.40**	**9.43**	**16.88**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.2395	0.0196	1.6914	9.0000e-005		0.0119	0.0119		0.0119	0.0119	0.0000	41.6479	41.6479	3.5000e-003	7.1000e-004	41.9424
Energy	0.0124	0.1064	0.0483	6.8000e-004		8.5700e-003	8.5700e-003		8.5700e-003	8.5700e-003	0.0000	458.4553	458.4553	0.0219	6.3000e-003	460.8679
Mobile	1.3883	4.4596	14.8462	0.0394	2.7697	0.0644	2.8341	0.7402	0.0593	0.7995	0.0000	2,948.5151	2,948.5151	0.0937	0.0000	2,950.4822
Waste						0.0000	0.0000		0.0000	0.0000	96.1507	0.0000	96.1507	5.6824	0.0000	215.4800
Water						0.0000	0.0000		0.0000	0.0000	5.2119	74.7263	79.9382	0.5397	0.0135	95.4689
Total	**3.6402**	**4.5856**	**16.5858**	**0.0402**	**2.7697**	**0.0849**	**2.8546**	**0.7402**	**0.0798**	**0.8199**	**101.3627**	**3,523.3446**	**3,624.7072**	**6.3411**	**0.0206**	**3,764.2413**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.1742	0.0196	1.6914	9.0000e-005		0.0119	0.0119		0.0119	0.0119	0.0000	41.6479	41.6479	3.5000e-003	7.1000e-004	41.9424
Energy	0.0124	0.1064	0.0483	6.8000e-004		8.5700e-003	8.5700e-003		8.5700e-003	8.5700e-003	0.0000	458.4553	458.4553	0.0219	6.3000e-003	460.8679
Mobile	1.2894	3.5218	12.4128	0.0299	2.0810	0.0493	2.1303	0.5561	0.0455	0.6016	0.0000	2,239.3822	2,239.3822	0.0729	0.0000	2,240.9128
Waste						0.0000	0.0000		0.0000	0.0000	96.1507	0.0000	96.1507	5.6824	0.0000	215.4800
Water						0.0000	0.0000		0.0000	0.0000	5.2119	74.7263	79.9382	0.5396	0.0135	95.4606
Total	**3.4761**	**3.6478**	**14.1524**	**0.0307**	**2.0810**	**0.0698**	**2.1508**	**0.5561**	**0.0659**	**0.6220**	**101.3627**	**2,814.2117**	**2,915.5743**	**6.3202**	**0.0205**	**3,054.6636**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.51**	**20.45**	**14.67**	**23.59**	**24.87**	**17.74**	**24.65**	**24.87**	**17.38**	**24.14**	**0.00**	**20.13**	**19.56**	**0.33**	**0.10**	**18.85**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2017	4/14/2017	5	75	
2	Building Construction	Building Construction	4/15/2017	6/8/2018	5	300	
3	Paving	Paving	6/9/2018	7/6/2018	5	20	
4	Architectural Coating	Architectural Coating	7/7/2018	9/7/2018	5	45	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 187.5

Acres of Paving: 0

Residential Indoor: 328,050; Residential Outdoor: 109,350; Non-Residential Indoor: 211,182; Non-Residential Outdoor: 70,394 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Off-Highway Trucks	1	8.00	189	0.50
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	8.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	9	23.00	0.00	8,588.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	270.00	80.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	54.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

3.2 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3302	0.0000	0.3302	0.1356	0.0000	0.1356	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2548	2.8827	1.8647	2.6200e-003		0.1362	0.1362		0.1253	0.1253	0.0000	242.8320	242.8320	0.0744	0.0000	244.3945
Total	**0.2548**	**2.8827**	**1.8647**	**2.6200e-003**	**0.3302**	**0.1362**	**0.4664**	**0.1356**	**0.1253**	**0.2609**	**0.0000**	**242.8320**	**242.8320**	**0.0744**	**0.0000**	**244.3945**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0619	1.0977	0.7868	3.0500e-003	0.0738	0.0192	0.0930	0.0203	0.0176	0.0379	0.0000	274.7177	274.7177	1.7400e-003	0.0000	274.7542
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6400e-003	3.8900e-003	0.0391	1.1000e-004	9.4800e-003	6.0000e-005	9.5400e-003	2.5200e-003	5.0000e-005	2.5700e-003	0.0000	7.7230	7.7230	3.4000e-004	0.0000	7.7302
Total	**0.0645**	**1.1016**	**0.8259**	**3.1600e-003**	**0.0833**	**0.0192**	**0.1025**	**0.0228**	**0.0177**	**0.0405**	**0.0000**	**282.4406**	**282.4406**	**2.0800e-003**	**0.0000**	**282.4844**

3.2 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1288	0.0000	0.1288	0.0529	0.0000	0.0529	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1483	1.8524	1.4984	2.6200e-003		0.0902	0.0902		0.0851	0.0851	0.0000	242.8317	242.8317	0.0744	0.0000	244.3942
Total	**0.1483**	**1.8524**	**1.4984**	**2.6200e-003**	**0.1288**	**0.0902**	**0.2190**	**0.0529**	**0.0851**	**0.1380**	**0.0000**	**242.8317**	**242.8317**	**0.0744**	**0.0000**	**244.3942**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0619	1.0977	0.7868	3.0500e-003	0.0738	0.0192	0.0930	0.0203	0.0176	0.0379	0.0000	274.7177	274.7177	1.7400e-003	0.0000	274.7542
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6400e-003	3.8900e-003	0.0391	1.1000e-004	9.4800e-003	6.0000e-005	9.5400e-003	2.5200e-003	5.0000e-005	2.5700e-003	0.0000	7.7230	7.7230	3.4000e-004	0.0000	7.7302
Total	**0.0645**	**1.1016**	**0.8259**	**3.1600e-003**	**0.0833**	**0.0192**	**0.1025**	**0.0228**	**0.0177**	**0.0405**	**0.0000**	**282.4406**	**282.4406**	**2.0800e-003**	**0.0000**	**282.4844**

3.3 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3055	2.6371	1.7919	2.6500e-003		0.1767	0.1767		0.1657	0.1657	0.0000	237.5882	237.5882	0.0594	0.0000	238.8365
Total	**0.3055**	**2.6371**	**1.7919**	**2.6500e-003**		**0.1767**	**0.1767**		**0.1657**	**0.1657**	**0.0000**	**237.5882**	**237.5882**	**0.0594**	**0.0000**	**238.8365**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0547	0.5883	0.7171	1.5500e-003	0.0459	0.0108	0.0568	0.0131	9.9700e-003	0.0231	0.0000	138.9325	138.9325	9.0000e-004	0.0000	138.9515
Worker	0.0766	0.1125	1.1322	3.1000e-003	0.2745	1.7000e-003	0.2762	0.0729	1.5700e-003	0.0745	0.0000	223.6299	223.6299	9.9500e-003	0.0000	223.8387
Total	**0.1312**	**0.7008**	**1.8493**	**4.6500e-003**	**0.3204**	**0.0125**	**0.3330**	**0.0860**	**0.0115**	**0.0976**	**0.0000**	**362.5624**	**362.5624**	**0.0109**	**0.0000**	**362.7902**

3.3 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3055	2.6371	1.7919	2.6500e-003		0.1767	0.1767		0.1657	0.1657	0.0000	237.5879	237.5879	0.0594	0.0000	238.8362
Total	**0.3055**	**2.6371**	**1.7919**	**2.6500e-003**		**0.1767**	**0.1767**		**0.1657**	**0.1657**	**0.0000**	**237.5879**	**237.5879**	**0.0594**	**0.0000**	**238.8362**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0547	0.5883	0.7171	1.5500e-003	0.0459	0.0108	0.0568	0.0131	9.9700e-003	0.0231	0.0000	138.9325	138.9325	9.0000e-004	0.0000	138.9515
Worker	0.0766	0.1125	1.1322	3.1000e-003	0.2745	1.7000e-003	0.2762	0.0729	1.5700e-003	0.0745	0.0000	223.6299	223.6299	9.9500e-003	0.0000	223.8387
Total	**0.1312**	**0.7008**	**1.8493**	**4.6500e-003**	**0.3204**	**0.0125**	**0.3330**	**0.0860**	**0.0115**	**0.0976**	**0.0000**	**362.5624**	**362.5624**	**0.0109**	**0.0000**	**362.7902**

3.3 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1632	1.4422	1.0763	1.6500e-003		0.0920	0.0920		0.0864	0.0864	0.0000	145.9646	145.9646	0.0364	0.0000	146.7285
Total	**0.1632**	**1.4422**	**1.0763**	**1.6500e-003**		**0.0920**	**0.0920**		**0.0864**	**0.0864**	**0.0000**	**145.9646**	**145.9646**	**0.0364**	**0.0000**	**146.7285**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0314	0.3344	0.4274	9.6000e-004	0.0285	6.3500e-003	0.0349	8.1700e-003	5.8400e-003	0.0140	0.0000	84.8599	84.8599	5.6000e-004	0.0000	84.8716
Worker	0.0427	0.0632	0.6345	1.9300e-003	0.1706	1.0400e-003	0.1717	0.0453	9.6000e-004	0.0463	0.0000	133.7294	133.7294	5.7200e-003	0.0000	133.8495
Total	**0.0741**	**0.3976**	**1.0618**	**2.8900e-003**	**0.1992**	**7.3900e-003**	**0.2066**	**0.0535**	**6.8000e-003**	**0.0603**	**0.0000**	**218.5893**	**218.5893**	**6.2800e-003**	**0.0000**	**218.7211**

3.3 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1632	1.4422	1.0763	1.6500e-003		0.0920	0.0920		0.0864	0.0864	0.0000	145.9644	145.9644	0.0364	0.0000	146.7283
Total	**0.1632**	**1.4422**	**1.0763**	**1.6500e-003**		**0.0920**	**0.0920**		**0.0864**	**0.0864**	**0.0000**	**145.9644**	**145.9644**	**0.0364**	**0.0000**	**146.7283**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0314	0.3344	0.4274	9.6000e-004	0.0285	6.3500e-003	0.0349	8.1700e-003	5.8400e-003	0.0140	0.0000	84.8599	84.8599	5.6000e-004	0.0000	84.8716
Worker	0.0427	0.0632	0.6345	1.9300e-003	0.1706	1.0400e-003	0.1717	0.0453	9.6000e-004	0.0463	0.0000	133.7294	133.7294	5.7200e-003	0.0000	133.8495
Total	**0.0741**	**0.3976**	**1.0618**	**2.8900e-003**	**0.1992**	**7.3900e-003**	**0.2066**	**0.0535**	**6.8000e-003**	**0.0603**	**0.0000**	**218.5893**	**218.5893**	**6.2800e-003**	**0.0000**	**218.7211**

3.4 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0161	0.1716	0.1449	2.2000e-004		9.3900e-003	9.3900e-003		8.6400e-003	8.6400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving	7.2400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0234**	**0.1716**	**0.1449**	**2.2000e-004**		**9.3900e-003**	**9.3900e-003**		**8.6400e-003**	**8.6400e-003**	**0.0000**	**20.3687**	**20.3687**	**6.3400e-003**	**0.0000**	**20.5019**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	6.1000e-004	6.1300e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2921	1.2921	6.0000e-005	0.0000	1.2932
Total	**4.1000e-004**	**6.1000e-004**	**6.1300e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.2921**	**1.2921**	**6.0000e-005**	**0.0000**	**1.2932**

3.4 Paving - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0161	0.1716	0.1449	2.2000e-004		9.3900e-003	9.3900e-003		8.6400e-003	8.6400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving	7.2400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0234**	**0.1716**	**0.1449**	**2.2000e-004**		**9.3900e-003**	**9.3900e-003**		**8.6400e-003**	**8.6400e-003**	**0.0000**	**20.3687**	**20.3687**	**6.3400e-003**	**0.0000**	**20.5019**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	6.1000e-004	6.1300e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.2921	1.2921	6.0000e-005	0.0000	1.2932
Total	**4.1000e-004**	**6.1000e-004**	**6.1300e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.2921**	**1.2921**	**6.0000e-005**	**0.0000**	**1.2932**

3.5 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.2649					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9600e-003	0.0602	0.0556	9.0000e-005		4.5200e-003	4.5200e-003		4.5200e-003	4.5200e-003	0.0000	7.6598	7.6598	7.3000e-004	0.0000	7.6751
Total	**2.2739**	**0.0602**	**0.0556**	**9.0000e-005**		**4.5200e-003**	**4.5200e-003**		**4.5200e-003**	**4.5200e-003**	**0.0000**	**7.6598**	**7.6598**	**7.3000e-004**	**0.0000**	**7.6751**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3400e-003	4.9400e-003	0.0497	1.5000e-004	0.0134	8.0000e-005	0.0134	3.5500e-003	8.0000e-005	3.6200e-003	0.0000	10.4658	10.4658	4.5000e-004	0.0000	10.4752
Total	**3.3400e-003**	**4.9400e-003**	**0.0497**	**1.5000e-004**	**0.0134**	**8.0000e-005**	**0.0134**	**3.5500e-003**	**8.0000e-005**	**3.6200e-003**	**0.0000**	**10.4658**	**10.4658**	**4.5000e-004**	**0.0000**	**10.4752**

3.5 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.2649					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9600e-003	0.0602	0.0556	9.0000e-005		4.5200e-003	4.5200e-003		4.5200e-003	4.5200e-003	0.0000	7.6598	7.6598	7.3000e-004	0.0000	7.6751
Total	**2.2739**	**0.0602**	**0.0556**	**9.0000e-005**		**4.5200e-003**	**4.5200e-003**		**4.5200e-003**	**4.5200e-003**	**0.0000**	**7.6598**	**7.6598**	**7.3000e-004**	**0.0000**	**7.6751**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3400e-003	4.9400e-003	0.0497	1.5000e-004	0.0134	8.0000e-005	0.0134	3.5500e-003	8.0000e-005	3.6200e-003	0.0000	10.4658	10.4658	4.5000e-004	0.0000	10.4752
Total	**3.3400e-003**	**4.9400e-003**	**0.0497**	**1.5000e-004**	**0.0134**	**8.0000e-005**	**0.0134**	**3.5500e-003**	**8.0000e-005**	**3.6200e-003**	**0.0000**	**10.4658**	**10.4658**	**4.5000e-004**	**0.0000**	**10.4752**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.2894	3.5218	12.4128	0.0299	2.0810	0.0493	2.1303	0.5561	0.0455	0.6016	0.0000	2,239.3822	2,239.3822	0.0729	0.0000	2,240.9128
Unmitigated	1.3883	4.4596	14.8462	0.0394	2.7697	0.0644	2.8341	0.7402	0.0593	0.7995	0.0000	2,948.5151	2,948.5151	0.0937	0.0000	2,950.4822

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	978.48	939.60	861.84	3,267,695	2,455,146
City Park	2.86	2.86	2.86	8,236	6,188
Medical Office Building	1,221.85	304.15	52.50	2,395,947	1,800,168
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	739.00	864.80	436.80	1,629,626	1,224,401
Total	2,942.19	2,111.41	1,354.00	7,301,504	5,485,902

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	66	0	34

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.459583	0.069267	0.177530	0.170944	0.045911	0.007406	0.012759	0.044006	0.000935	0.001057	0.006483	0.000867	0.003251

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	335.7239	335.7239	0.0196	4.0500e-003	337.3895
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	335.7239	335.7239	0.0196	4.0500e-003	337.3895
NaturalGas Mitigated	0.0124	0.1064	0.0483	6.8000e-004		8.5700e-003	8.5700e-003		8.5700e-003	8.5700e-003	0.0000	122.7314	122.7314	2.3500e-003	2.2500e-003	123.4784
NaturalGas Unmitigated	0.0124	0.1064	0.0483	6.8000e-004		8.5700e-003	8.5700e-003		8.5700e-003	8.5700e-003	0.0000	122.7314	122.7314	2.3500e-003	2.2500e-003	123.4784

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	2.1539e+006	0.0116	0.0993	0.0422	6.3000e-004		8.0200e-003	8.0200e-003		8.0200e-003	8.0200e-003	0.0000	114.9403	114.9403	2.2000e-003	2.1100e-003	115.6398
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Medical Office Building	106400	5.7000e-004	5.2200e-003	4.3800e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	5.6779	5.6779	1.1000e-004	1.0000e-004	5.7125
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	39600	2.1000e-004	1.9400e-003	1.6300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.1132	2.1132	4.0000e-005	4.0000e-005	2.1261
Total		**0.0124**	**0.1064**	**0.0482**	**6.7000e-004**		**8.5700e-003**	**8.5700e-003**		**8.5700e-003**	**8.5700e-003**	**0.0000**	**122.7314**	**122.7314**	**2.3500e-003**	**2.2500e-003**	**123.4784**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Medical Office Building	106400	5.7000e-004	5.2200e-003	4.3800e-003	3.0000e-005		4.0000e-004	4.0000e-004		4.0000e-004	4.0000e-004	0.0000	5.6779	5.6779	1.1000e-004	1.0000e-004	5.7125
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	39600	2.1000e-004	1.9400e-003	1.6300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.1132	2.1132	4.0000e-005	4.0000e-005	2.1261
Apartments Low Rise	2.1539e+006	0.0116	0.0993	0.0422	6.3000e-004		8.0200e-003	8.0200e-003		8.0200e-003	8.0200e-003	0.0000	114.9403	114.9403	2.2000e-003	2.1100e-003	115.6398
Total		**0.0124**	**0.1064**	**0.0482**	**6.7000e-004**		**8.5700e-003**	**8.5700e-003**		**8.5700e-003**	**8.5700e-003**	**0.0000**	**122.7314**	**122.7314**	**2.3500e-003**	**2.2500e-003**	**123.4784**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	636579	143.6922	8.3700e-003	1.7300e-003	144.4052
City Park	0	0.0000	0.0000	0.0000	0.0000
Medical Office Building	345450	77.9770	4.5400e-003	9.4000e-004	78.3638
Parking Lot	216480	48.8651	2.8500e-003	5.9000e-004	49.1075
Regional Shopping Center	288800	65.1896	3.8000e-003	7.9000e-004	65.5130
Total		**335.7239**	**0.0196**	**4.0500e-003**	**337.3895**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	636579	143.6922	8.3700e-003	1.7300e-003	144.4052
City Park	0	0.0000	0.0000	0.0000	0.0000
Medical Office Building	345450	77.9770	4.5400e-003	9.4000e-004	78.3638
Parking Lot	216480	48.8651	2.8500e-003	5.9000e-004	49.1075
Regional Shopping Center	288800	65.1896	3.8000e-003	7.9000e-004	65.5130
Total		**335.7239**	**0.0196**	**4.0500e-003**	**337.3895**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.1742	0.0196	1.6914	9.0000e-005		0.0119	0.0119		0.0119	0.0119	0.0000	41.6479	41.6479	3.5000e-003	7.1000e-004	41.9424
Unmitigated	2.2395	0.0196	1.6914	9.0000e-005		0.0119	0.0119		0.0119	0.0119	0.0000	41.6479	41.6479	3.5000e-003	7.1000e-004	41.9424

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2265					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.9564					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.9300e-003	0.0000	2.1000e-004	0.0000		2.7200e-003	2.7200e-003		2.6900e-003	2.6900e-003	0.0000	38.9022	38.9022	7.5000e-004	7.1000e-004	39.1390
Landscaping	0.0527	0.0196	1.6912	9.0000e-005		9.2100e-003	9.2100e-003		9.2100e-003	9.2100e-003	0.0000	2.7457	2.7457	2.7500e-003	0.0000	2.8034
Total	**2.2395**	**0.0196**	**1.6914**	**9.0000e-005**		**0.0119**	**0.0119**		**0.0119**	**0.0119**	**0.0000**	**41.6479**	**41.6479**	**3.5000e-003**	**7.1000e-004**	**41.9424**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1612					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.9564					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.9300e-003	0.0000	2.1000e-004	0.0000		2.7200e-003	2.7200e-003		2.6900e-003	2.6900e-003	0.0000	38.9022	38.9022	7.5000e-004	7.1000e-004	39.1390
Landscaping	0.0527	0.0196	1.6912	9.0000e-005		9.2100e-003	9.2100e-003		9.2100e-003	9.2100e-003	0.0000	2.7457	2.7457	2.7500e-003	0.0000	2.8034
Total	**2.1742**	**0.0196**	**1.6914**	**9.0000e-005**		**0.0119**	**0.0119**		**0.0119**	**0.0119**	**0.0000**	**41.6479**	**41.6479**	**3.5000e-003**	**7.1000e-004**	**41.9424**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	79.9382	0.5396	0.0135	95.4606
Unmitigated	79.9382	0.5397	0.0135	95.4689

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	10.555 / 6.65421	51.0590	0.3467	8.7000e-003	61.0358
City Park	0 / 2.14467	5.3784	3.1000e-004	6.0000e-005	5.4051
Medical Office Building	4.39182 / 0.836537	16.3995	0.1440	3.5600e-003	20.5267
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.48145 / 0.907986	7.1013	0.0487	1.2200e-003	8.5013
Total		**79.9382**	**0.5397**	**0.0135**	**95.4689**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	10.555 / 6.65421	51.0590	0.3467	8.6800e-003	61.0304
City Park	0 / 2.14467	5.3784	3.1000e-004	6.0000e-005	5.4051
Medical Office Building	4.39182 / 0.836537	16.3995	0.1440	3.5500e-003	20.5245
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.48145 / 0.907986	7.1013	0.0487	1.2200e-003	8.5005
Total		**79.9382**	**0.5396**	**0.0135**	**95.4606**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	96.1507	5.6824	0.0000	215.4800
Unmitigated	96.1507	5.6824	0.0000	215.4800

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	74.52	15.1269	0.8940	0.0000	33.9003
City Park	0.15	0.0305	1.8000e-003	0.0000	0.0682
Medical Office Building	378	76.7306	4.5347	0.0000	171.9582
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	21	4.2628	0.2519	0.0000	9.5532
Total		**96.1507**	**5.6823**	**0.0000**	**215.4800**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	74.52	15.1269	0.8940	0.0000	33.9003
City Park	0.15	0.0305	1.8000e-003	0.0000	0.0682
Medical Office Building	378	76.7306	4.5347	0.0000	171.9582
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	21	4.2628	0.2519	0.0000	9.5532
Total		**96.1507**	**5.6823**	**0.0000**	**215.4800**

9.0 Operational Offroad

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

10.0 Vegetation

Grove Park (BAU)

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	35.00	1000sqft	0.80	35,000.00	0
Parking Lot	615.00	Space	5.53	246,000.00	0
City Park	1.80	Acre	1.80	78,408.00	0
Apartments Low Rise	162.00	Dwelling Unit	6.80	162,000.00	463
Regional Shopping Center	20.00	1000sqft	0.46	20,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2005
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - based on information provided by the applicant

Construction Phase - construction emissions not modeled

Off-road Equipment - 8 hour operation

Off-road Equipment - construction emissions not modeled

Grading -

Vehicle Trips - based on the Grove Park Traffic Impact Analysis. TR was adjusted to account for internal capture consistant with the TIA

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

Woodstoves - no woodstoves. all natural gas fireplaces

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Area Mitigation - no mitigation in BAU run

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	100	150
tblConstructionPhase	NumDays	30.00	1.00
tblFireplaces	NumberGas	137.70	162.00
tblFireplaces	NumberNoFireplace	16.20	0.00

tblFireplaces	NumberWood	8.10	0.00
tblLandUse	LotAcreage	10.13	6.80
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2005
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	11.00	34.00
tblVehicleTrips	PR_TP	54.00	66.00
tblVehicleTrips	ST_TR	7.16	5.80
tblVehicleTrips	ST_TR	8.96	8.69
tblVehicleTrips	ST_TR	49.97	43.24
tblVehicleTrips	SU_TR	6.07	5.32
tblVehicleTrips	SU_TR	1.55	1.50
tblVehicleTrips	SU_TR	25.24	21.84
tblVehicleTrips	WD_TR	6.59	6.04
tblVehicleTrips	WD_TR	36.13	34.91
tblVehicleTrips	WD_TR	42.94	36.95
tblWoodstoves	NumberCatalytic	8.10	0.00
tblWoodstoves	NumberNoncatalytic	8.10	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**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**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	41.6479	41.6479	5.1900e-003	7.1000e-004	41.9780
Energy											0.0000	602.6016	602.6016	0.0240	6.9400e-003	605.2565
Mobile											0.0000	3,863.6819	3,863.6819	0.3374	0.0000	3,870.7677
Waste											96.1507	0.0000	96.1507	5.6824	0.0000	215.4800
Water											5.2119	94.7353	99.9472	0.5397	0.0135	115.4779
Total											**101.3627**	**4,602.6666**	**4,704.0292**	**6.5887**	**0.0212**	**4,848.9601**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	41.6479	41.6479	5.1900e-003	7.1000e-004	41.9780
Energy											0.0000	602.6016	602.6016	0.0240	6.9400e-003	605.2565
Mobile											0.0000	3,863.6819	3,863.6819	0.3374	0.0000	3,870.7677
Waste											96.1507	0.0000	96.1507	5.6824	0.0000	215.4800
Water											5.2119	94.7353	99.9472	0.5396	0.0135	115.4696
Total											**101.3627**	**4,602.6666**	**4,704.0292**	**6.5886**	**0.0212**	**4,848.9517**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**	**0.09**	**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	Grading	Grading	1/1/2016	1/1/2016	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	162	0.38
Grading	Graders	0	8.00	174	0.41
Grading	Rubber Tired Dozers	0	8.00	255	0.40
Grading	Scrapers	0	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Grading - 2016

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

3.2 Grading - 2016

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	3,863.6819	3,863.6819	0.3374	0.0000	3,870.7677
Unmitigated											0.0000	3,863.6819	3,863.6819	0.3374	0.0000	3,870.7677

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	978.48	939.60	861.84	3,267,695	3,267,695
City Park	2.86	2.86	2.86	8,236	8,236
Medical Office Building	1,221.85	304.15	52.50	2,395,947	2,395,947
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	739.00	864.80	436.80	1,629,626	1,629,626
Total	2,942.19	2,111.41	1,354.00	7,301,504	7,301,504

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	66	0	34

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.437815	0.104647	0.233388	0.126882	0.026947	0.007657	0.012555	0.032638	0.000710	0.000618	0.011525	0.000974	0.003644

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	466.0618	466.0618	0.0214	4.4300e-003	467.8858
Electricity Unmitigated											0.0000	466.0618	466.0618	0.0214	4.4300e-003	467.8858
NaturalGas Mitigated											0.0000	136.5398	136.5398	2.6200e-003	2.5000e-003	137.3707
NaturalGas Unmitigated											0.0000	136.5398	136.5398	2.6200e-003	2.5000e-003	137.3707

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	2.35986e+006											0.0000	125.9311	125.9311	2.4100e-003	2.3100e-003	126.6975
City Park	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Medical Office Building	147000											0.0000	7.8445	7.8445	1.5000e-004	1.4000e-004	7.8922
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	51800											0.0000	2.7643	2.7643	5.0000e-005	5.0000e-005	2.7811
Total												**0.0000**	**136.5398**	**136.5398**	**2.6100e-003**	**2.5000e-003**	**137.3707**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	2.35986e+006											0.0000	125.9311	125.9311	2.4100e-003	2.3100e-003	126.6975
City Park	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Medical Office Building	147000											0.0000	7.8445	7.8445	1.5000e-004	1.4000e-004	7.8922
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	51800											0.0000	2.7643	2.7643	5.0000e-005	5.0000e-005	2.7811
Total												**0.0000**	**136.5398**	**136.5398**	**2.6100e-003**	**2.5000e-003**	**137.3707**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	685906	196.2837	9.0200e-003	1.8700e-003	197.0519
City Park	0	0.0000	0.0000	0.0000	0.0000
Medical Office Building	394450	112.8785	5.1900e-003	1.0700e-003	113.3203
Parking Lot	216480	61.9494	2.8500e-003	5.9000e-004	62.1919
Regional Shopping Center	331800	94.9502	4.3600e-003	9.0000e-004	95.3218
Total		**466.0618**	**0.0214**	**4.4300e-003**	**467.8858**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	685906	196.2837	9.0200e-003	1.8700e-003	197.0519
City Park	0	0.0000	0.0000	0.0000	0.0000
Medical Office Building	394450	112.8785	5.1900e-003	1.0700e-003	113.3203
Parking Lot	216480	61.9494	2.8500e-003	5.9000e-004	62.1919
Regional Shopping Center	331800	94.9502	4.3600e-003	9.0000e-004	95.3218
Total		**466.0618**	**0.0214**	**4.4300e-003**	**467.8858**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	41.6479	41.6479	5.1900e-003	7.1000e-004	41.9780
Unmitigated											0.0000	41.6479	41.6479	5.1900e-003	7.1000e-004	41.9780

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											0.0000	38.9022	38.9022	7.5000e-004	7.1000e-004	39.1390
Landscaping											0.0000	2.7457	2.7457	4.4500e-003	0.0000	2.8391
Total											**0.0000**	**41.6479**	**41.6479**	**5.2000e-003**	**7.1000e-004**	**41.9780**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											0.0000	38.9022	38.9022	7.5000e-004	7.1000e-004	39.1390
Landscaping											0.0000	2.7457	2.7457	4.4500e-003	0.0000	2.8391
Total											**0.0000**	**41.6479**	**41.6479**	**5.2000e-003**	**7.1000e-004**	**41.9780**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	99.9472	0.5396	0.0135	115.4696
Unmitigated	99.9472	0.5397	0.0135	115.4779

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	10.555 / 6.65421	63.8341	0.3467	8.7000e-003	73.8109
City Park	0 / 2.14467	6.8186	3.1000e-004	6.0000e-005	6.8453
Medical Office Building	4.39182 / 0.836537	20.4176	0.1440	3.5600e-003	24.5449
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.48145 / 0.907986	8.8769	0.0487	1.2200e-003	10.2769
Total		**99.9472**	**0.5397**	**0.0135**	**115.4779**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	10.555 / 6.65421	63.8341	0.3467	8.6800e-003	73.8055
City Park	0 / 2.14467	6.8186	3.1000e-004	6.0000e-005	6.8453
Medical Office Building	4.39182 / 0.836537	20.4176	0.1440	3.5500e-003	24.5426
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.48145 / 0.907986	8.8769	0.0487	1.2200e-003	10.2762
Total		**99.9472**	**0.5396**	**0.0135**	**115.4696**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	96.1507	5.6824	0.0000	215.4800
Mitigated	96.1507	5.6824	0.0000	215.4800

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	74.52	15.1269	0.8940	0.0000	33.9003
City Park	0.15	0.0305	1.8000e-003	0.0000	0.0682
Medical Office Building	378	76.7306	4.5347	0.0000	171.9582
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	21	4.2628	0.2519	0.0000	9.5532
Total		**96.1507**	**5.6823**	**0.0000**	**215.4800**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	74.52	15.1269	0.8940	0.0000	33.9003
City Park	0.15	0.0305	1.8000e-003	0.0000	0.0682
Medical Office Building	378	76.7306	4.5347	0.0000	171.9582
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	21	4.2628	0.2519	0.0000	9.5532
Total		**96.1507**	**5.6823**	**0.0000**	**215.4800**

9.0 Operational Offroad

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

10.0 Vegetation

Grove Park (2020)

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Medical Office Building	35.00	1000sqft	0.80	35,000.00	0
Parking Lot	615.00	Space	5.53	246,000.00	0
City Park	1.80	Acre	1.80	78,408.00	0
Apartments Low Rise	162.00	Dwelling Unit	6.80	162,000.00	463
Regional Shopping Center	20.00	1000sqft	0.46	20,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	466.91	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Source: CPUC GHG Calculator version 3c, worksheet tab “CO2 Allocations,” cells AH/AQ 35-44.

Land Use - based on information provided by the applicant

Construction Phase - construction emissions not modeled

Off-road Equipment - 8 hour operation

Off-road Equipment - construction emissions not modeled

Grading -

Vehicle Trips - based on the Grove Park Traffic Impact Analysis. TR was adjusted to account for internal capture consistant with the TIA

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

Woodstoves - no woodstoves. all natural gas fireplaces

Energy Use - T-24 Electricity & Nat Gas were adjusted by 23.3% and 3.8% respectively (residential) / 21.8% and 16.8% (non-res), to reflect 2013 Title 24 requirements.Impact Analysis California's 2013 Building Energy Efficiency Standards (CEC 2013)

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Area Mitigation - use 150 g/L low VOC paint

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	150
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	150

tblConstructionPhase	NumDays	30.00	1.00
tblEnergyUse	T24E	636.58	488.26
tblEnergyUse	T24E	3.75	2.93
tblEnergyUse	T24E	5.60	4.38
tblEnergyUse	T24NG	11,224.20	10,797.68
tblEnergyUse	T24NG	3.65	3.04
tblEnergyUse	T24NG	2.02	1.68
tblFireplaces	NumberGas	137.70	162.00
tblFireplaces	NumberNoFireplace	16.20	0.00
tblFireplaces	NumberWood	8.10	0.00
tblLandUse	LotAcreage	10.13	6.80
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	630.89	466.91
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	PB_TP	11.00	34.00
tblVehicleTrips	PR_TP	54.00	66.00
tblVehicleTrips	ST_TR	7.16	5.80
tblVehicleTrips	ST_TR	8.96	8.69
tblVehicleTrips	ST_TR	49.97	43.24
tblVehicleTrips	SU_TR	6.07	5.32
tblVehicleTrips	SU_TR	1.55	1.50
tblVehicleTrips	SU_TR	25.24	21.84
tblVehicleTrips	WD_TR	6.59	6.04

tblVehicleTrips	WD_TR	36.13	34.91
tblVehicleTrips	WD_TR	42.94	36.95
tblWoodstoves	NumberCatalytic	8.10	0.00
tblWoodstoves	NumberNoncatalytic	8.10	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**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**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	41.6479	41.6479	3.4500e-003	7.1000e-004	41.9414
Energy											0.0000	437.7239	437.7239	0.0219	6.3000e-003	440.1365
Mobile											0.0000	2,761.7368	2,761.7368	0.0827	0.0000	2,763.4735
Waste											96.1507	0.0000	96.1507	5.6824	0.0000	215.4800
Water											5.2119	70.1118	75.3237	0.5397	0.0135	90.8545
Total											**101.3627**	**3,311.2204**	**3,412.5830**	**6.3301**	**0.0206**	**3,551.8858**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	41.6479	41.6479	3.4500e-003	7.1000e-004	41.9414
Energy											0.0000	437.7239	437.7239	0.0219	6.3000e-003	440.1365
Mobile											0.0000	2,097.5540	2,097.5540	0.0643	0.0000	2,098.9032
Waste											96.1507	0.0000	96.1507	5.6824	0.0000	215.4800
Water											5.2119	70.1118	75.3237	0.5396	0.0135	90.8461
Total											**101.3627**	**2,647.0375**	**2,748.4002**	**6.3115**	**0.0205**	**2,887.3072**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**	**20.06**	**19.46**	**0.29**	**0.10**	**18.71**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2016	1/1/2016	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	162	0.38
Grading	Graders	0	8.00	174	0.41
Grading	Rubber Tired Dozers	0	8.00	255	0.40
Grading	Scrapers	0	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2016

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

3.2 Grading - 2016

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	2,097.5540	2,097.5540	0.0643	0.0000	2,098.9032
Unmitigated											0.0000	2,761.7368	2,761.7368	0.0827	0.0000	2,763.4735

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	978.48	939.60	861.84	3,267,695	2,455,146
City Park	2.86	2.86	2.86	8,236	6,188
Medical Office Building	1,221.85	304.15	52.50	2,395,947	1,800,168
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	739.00	864.80	436.80	1,629,626	1,224,401
Total	2,942.19	2,111.41	1,354.00	7,301,504	5,485,902

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6
Medical Office Building	16.60	8.40	6.90	29.60	51.40	19.00	60	30	10
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	66	0	34

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.457065	0.068684	0.178597	0.172280	0.046891	0.007460	0.012475	0.043976	0.000902	0.001056	0.006515	0.000828	0.003272

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	314.9924	314.9924	0.0196	4.0500e-003	316.6581
Electricity Unmitigated											0.0000	314.9924	314.9924	0.0196	4.0500e-003	316.6581
NaturalGas Mitigated											0.0000	122.7314	122.7314	2.3500e-003	2.2500e-003	123.4784
NaturalGas Unmitigated											0.0000	122.7314	122.7314	2.3500e-003	2.2500e-003	123.4784

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	2.1539e+006											0.0000	114.9403	114.9403	2.2000e-003	2.1100e-003	115.6398
City Park	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Medical Office Building	106400											0.0000	5.6779	5.6779	1.1000e-004	1.0000e-004	5.7125
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	39600											0.0000	2.1132	2.1132	4.0000e-005	4.0000e-005	2.1261
Total												**0.0000**	**122.7314**	**122.7314**	**2.3500e-003**	**2.2500e-003**	**123.4784**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	2.1539e+006											0.0000	114.9403	114.9403	2.2000e-003	2.1100e-003	115.6398
City Park	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Medical Office Building	106400											0.0000	5.6779	5.6779	1.1000e-004	1.0000e-004	5.7125
Parking Lot	0											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	39600											0.0000	2.1132	2.1132	4.0000e-005	4.0000e-005	2.1261
Total												**0.0000**	**122.7314**	**122.7314**	**2.3500e-003**	**2.2500e-003**	**123.4784**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	636579	134.8190	8.3700e-003	1.7300e-003	135.5320
City Park	0	0.0000	0.0000	0.0000	0.0000
Medical Office Building	345450	73.1618	4.5400e-003	9.4000e-004	73.5486
Parking Lot	216480	45.8476	2.8500e-003	5.9000e-004	46.0901
Regional Shopping Center	288800	61.1640	3.8000e-003	7.9000e-004	61.4875
Total		**314.9924**	**0.0196**	**4.0500e-003**	**316.6581**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	636579	134.8190	8.3700e-003	1.7300e-003	135.5320
City Park	0	0.0000	0.0000	0.0000	0.0000
Medical Office Building	345450	73.1618	4.5400e-003	9.4000e-004	73.5486
Parking Lot	216480	45.8476	2.8500e-003	5.9000e-004	46.0901
Regional Shopping Center	288800	61.1640	3.8000e-003	7.9000e-004	61.4875
Total		**314.9924**	**0.0196**	**4.0500e-003**	**316.6581**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	41.6479	41.6479	3.4500e-003	7.1000e-004	41.9414
Unmitigated											0.0000	41.6479	41.6479	3.4500e-003	7.1000e-004	41.9414

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											0.0000	38.9022	38.9022	7.5000e-004	7.1000e-004	39.1390
Landscaping											0.0000	2.7457	2.7457	2.7100e-003	0.0000	2.8025
Total											**0.0000**	**41.6479**	**41.6479**	**3.4600e-003**	**7.1000e-004**	**41.9414**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											0.0000	38.9022	38.9022	7.5000e-004	7.1000e-004	39.1390
Landscaping											0.0000	2.7457	2.7457	2.7100e-003	0.0000	2.8025
Total											**0.0000**	**41.6479**	**41.6479**	**3.4600e-003**	**7.1000e-004**	**41.9414**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	75.3237	0.5396	0.0135	90.8461
Unmitigated	75.3237	0.5397	0.0135	90.8545

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	10.555 / 6.65421	48.1128	0.3467	8.7000e-003	58.0896
City Park	0 / 2.14467	5.0463	3.1000e-004	6.0000e-005	5.0730
Medical Office Building	4.39182 / 0.836537	15.4729	0.1440	3.5600e-003	19.6001
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.48145 / 0.907986	6.6918	0.0487	1.2200e-003	8.0918
Total		**75.3237**	**0.5397**	**0.0135**	**90.8545**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	10.555 / 6.65421	48.1128	0.3467	8.6800e-003	58.0843
City Park	0 / 2.14467	5.0463	3.1000e-004	6.0000e-005	5.0730
Medical Office Building	4.39182 / 0.836537	15.4729	0.1440	3.5500e-003	19.5979
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.48145 / 0.907986	6.6918	0.0487	1.2200e-003	8.0910
Total		**75.3237**	**0.5396**	**0.0135**	**90.8461**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	96.1507	5.6824	0.0000	215.4800
Mitigated	96.1507	5.6824	0.0000	215.4800

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	74.52	15.1269	0.8940	0.0000	33.9003
City Park	0.15	0.0305	1.8000e-003	0.0000	0.0682
Medical Office Building	378	76.7306	4.5347	0.0000	171.9582
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	21	4.2628	0.2519	0.0000	9.5532
Total		**96.1507**	**5.6823**	**0.0000**	**215.4800**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	74.52	15.1269	0.8940	0.0000	33.9003
City Park	0.15	0.0305	1.8000e-003	0.0000	0.0682
Medical Office Building	378	76.7306	4.5347	0.0000	171.9582
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	21	4.2628	0.2519	0.0000	9.5532
Total		**96.1507**	**5.6823**	**0.0000**	**215.4800**

9.0 Operational Offroad

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

10.0 Vegetation