

W. RENAISSANCE PKWY.

N. 01° 01' 01" E (154.23°)
L = 155.25'

N. 03° 15' 43" E (204.66°)
L = 204.66'

N. 00° 10' 45" W (402.45°)
L = 402.45'

N. 04° 55' 36" E (266.64°)
L = 266.64'

N. 02° 17' 56" W (64.45°)
L = 64.45'

CANOPY
A = 1132 SQ. FT.

OSR-1
C-STORE
OSR-2
TOTAL A = 2784 SQ. FT.

JLB RESTAURANT
A = 2542 SQ. FT.

N. ALDER AVE.

RIALTO CENTER AND GAS STATION AIR QUALITY AND GREENHOUSE GAS IMPACT STUDY City of Rialto, California

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1.0 Introduction

The purpose of this air quality and greenhouse gas (GHG) analysis is to determine whether the estimated criteria air pollutants and greenhouse gas emissions generated from the construction and operation of the proposed Rialto Center and Gas Station (project) would cause significant impacts to air resources.

This assessment was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The methodology follows the California Air Resources Board (CARB), South Coast Air Quality Management District (SCAQMD), and City of Rialto recommendations for quantification of emissions and evaluation of potential impacts.

1.1 Site Location

The proposed project is located at the southeast corner of North Alder Avenue and West Renaissance Road, in the City of Rialto. The project site is bounded by West Renaissance Parkway to the north, North Alder Avenue to the west, and an existing Target Food Distribution Center to the south and east..

Existing land uses surrounding the project include vacant land to the north and west, and existing industrial land uses to the south and east.

The project site is located within the South Coast Air Basin (SCAB), the SCAQMD San Bernardino Valley General Forecast Area and the Central San Bernardino Valley Area Air Monitoring Area-34.

The project location map is provided in Exhibit A.

1.2 Project Description

The project would consist of constructing and operating a retail/commercial center with a 16-fueling position gasoline service station, 4-fueling position truck/diesel gas station, a 4,406 square foot convenience market, and approximately 6,091 square feet of fast-food restaurant with drive-through.

The project site is approximately 4.27 acres and is currently vacant. The site is zoned for RSP – Renaissance Specific Plan (FC-Freeway Commercial) in the City of Rialto Zoning Ordinance and is located within the Renaissance Specific Plan Overlay of the Rialto General Plan Land Use Designation.

The site plan used for this analysis, provided by WESTERN STATES ENGINEERING, is illustrated in Exhibit B.

Construction of the project is estimated to begin in the year 2020 and expected to last approximately 12 months. Construction activities are expected to consist of site preparation, grading, building construction, paving, and architectural coating. The project is expected to be fully operational by the year 2021.

1.3 Sensitive Receptors

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residences, hospitals, and schools (etc), as described in the Localized Significance Threshold Methodology (SCAQMD 2008a, page 3-2).

There are no sensitive receptors located within the immediate vicinity of the project site. The nearest sensitive land uses are considered the residential uses located approximately 2,750 feet to the west.

1.4 Summary of Analysis Results

Tables 1 and 2 provide a summary of the Air Quality and Greenhouse Gas impact analysis results, per the 2019 CEQA Statute and Guidelines, Appendix G, Environmental Checklist Form.

Table 1
CEQA Air Quality Impact Criteria

Air Quality Impact Criteria	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Conflict with, or obstruct implementation of, the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	

Table 1
CEQA Air Quality Impact Criteria

Air Quality Impact Criteria	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Table 2
CEQA GHG Impact Criteria

GHG Impact Criteria	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

1.5 Recommended Project Design Features

The following recommended project design features include standard rules and requirements, best practices and recognized design features for reducing air quality and GHG emissions. Design features are assumed to be part of the conditions of approval for the project and integrated into the design.

Construction Design Features:

DF-1. The project must follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes, but are not limited to the following:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.

4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.
12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.

- DF-2.** Prepare and implement a Construction Management Plan which will include Best Available Control Measures to be submitted to the City of Rialto.
- DF-3.** Construction equipment shall be maintained in proper tune.
- DF-4.** All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.
- DF-5.** Minimize the simultaneous operation of multiple construction equipment units.
- DF-6.** The use of heavy construction equipment and earthmoving activity shall be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.
- DF-7.** Utilize low emission "clean diesel" equipment with new or modified engines that include diesel oxidation catalysts, diesel particulate filters or Moyer Program retrofits that meet CARB best available control technology.
- DF-8.** Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
- DF-9.** Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).

- DF-10.** Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
- DF-11.** Utilize zero VOC and low VOC paints and solvents, wherever possible.

Operational Design Features:

- DF-12.** Comply with the mandatory requirements of Title 24 part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Efficiency Standards.
- DF-13.** Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.
- DF-14.** Use electric landscaping equipment, such as lawn mowers and leaf blowers.
- DF-15.** Comply with the mandatory requirements of CalRecycle's commercial recycling program and implement zero waste strategies.

2.0 Air Quality Setting

The Federal Clean Air Act (§ 7602) defines an air pollution as any agent or combination of such agents, including any physical, chemical, biological, or radioactive substance which is emitted into or otherwise enters the ambient air. Household combustion devices, motor vehicles, industrial facilities and forest fires are common sources of air pollution. Air pollution can cause disease, allergies and death. It affects soil, water, crops, vegetation, manmade materials, animals, wildlife, weather, visibility, and climate. It can also cause damage to and deterioration of property, present hazards to transportation, and negatively impact the economy.

This section provides background information on criteria air pollutants, the applicable federal, state and local regulations concerning air pollution, and the existing physical setting of the project within the context of local air quality.

2.1 Description of Air Pollutants¹.

The following section describes the air pollutants of concern related to the project. Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health. The following descriptions of criteria air pollutants have been provided by the SCAQMD.

- **Carbon Monoxide (CO)** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, and competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs in the body. The ambient air quality standard for carbon monoxide is intended to protect persons whose medical condition already compromises their circulatory system's ability to deliver oxygen. These medical conditions include certain heart ailments, chronic lung diseases, and anemia. Persons with these conditions have reduced exercise capacity even when exposed to relatively low levels of CO. Fetuses are at risk because their blood has an even greater affinity to bind with CO. Smokers are also at risk from ambient CO levels because smoking

¹ SCAQMD. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning (May 6, 2005)

increases the background level of CO in their blood. The South Coast basin has recently achieved attainment status for carbon monoxide by both USEPA and CARB.

- **Nitrogen Dioxide (NO₂)** is a byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts quickly to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO₂ is only potentially irritating. There is some indication of a relationship between NO₂ and chronic pulmonary fibrosis. Some increase in bronchitis in young children has also been observed at concentrations below 0.3 parts per million (ppm). NO₂ absorbs blue light which results in a brownish red cast to the atmosphere and reduced visibility. Although NO₂ concentrations have not exceeded national standards since 1991 and the state hourly standard since 1993, NO_x emissions remain of concern because of their contribution to the formation of O₃ and particulate matter.
- **Ozone (O₃)** is one of a number of substances called photochemical oxidants that are formed when volatile organic compounds (VOC) and NO_x react in the presence of ultraviolet sunlight. O₃ concentrations in the South Coast basin are typically among the highest in the nation, and the damaging effects of photochemical smog, which is a popular name for a number of oxidants in combination, are generally related to the concentrations of O₃. Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the subgroups most susceptible to O₃ effects. Short-term exposures (lasting for a few hours) to O₃ at levels typically observed in southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. In recent years, a correlation between elevated ambient O₃ levels and increases in daily hospital admission rates, as well as mortality, has also been reported. The South Coast Air Basin is designated by the USEPA as an extreme non-attainment area for ozone. Although O₃ concentrations have declined substantially since the early 1990s, the South Coast basin continues to have peak O₃ levels that exceed both state and federal standards.
- **Fine Particulate Matter (PM₁₀)** consists of extremely small suspended particles or droplets 10 microns or smaller in diameter that can lodge in the lungs, contributing to respiratory problems. PM₁₀ arises from such sources as re-entrained road dust, diesel soot, combustion products, tire and brake abrasion, construction operations, and fires. It is also formed in the atmosphere from NO_x and SO₂ reactions with ammonia. PM₁₀ scatters light and significantly reduces visibility. Inhalable particulates

pose a serious health hazard, alone or in combination with other pollutants. More than half of the smallest particles inhaled will be deposited in the lungs and can cause permanent lung damage. Inhalable particulates can also have a damaging effect on health by interfering with the body's mechanism for clearing the respiratory tract or by acting as a carrier of an absorbed toxic substance. The South Coast basin has recently achieved federal attainment status for PM₁₀, but is non-attainment based on state requirements.

- **Ultra-Fine Particulate Matter (PM_{2.5})** is defined as particulate matter with a diameter less than 2.5 microns and is a subset of PM₁₀. PM_{2.5} consists mostly of products from the reaction of NO_x and SO₂ with ammonia, secondary organics, finer dust particles, and the combustion of fuels, including diesel soot. PM_{2.5} can cause exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease, declines in pulmonary function growth in children, and increased risk of premature death from heart or lung diseases in the elderly. Daily fluctuations in PM_{2.5} levels have been related to hospital admissions for acute respiratory conditions, school absences, and increased medication use in children and adults with asthma. The South Coast basin is designated as non-attainment for PM_{2.5} by both federal and state standards.
- **Sulfur dioxide (SO₂)** is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Individuals with asthma may experience constriction of airways with exposure to SO₂. Though SO₂ concentrations have been reduced to levels well below state and federal standards, further reductions in SO₂ emissions are needed because SO₂ is a precursor to sulfate and PM₁₀. The South Coast basin is considered a SO₂ attainment area by USEPA and CARB.
- **Lead (Pb)** is a toxic heavy metal that can be emitted into the air through some industrial processes, burning of leaded gasoline and past use of lead-based consumer products. Lead is a neurotoxin that accumulates in soft tissues and bones, damages the nervous system, and causes blood disorders. It is particularly problematic in children, in that permanent brain damage may result, even if blood levels are promptly normalized with treatment. Concentrations of lead once exceeded the state and federal air quality standards by a wide margin, but as a result of the removal of lead from motor vehicle gasoline, ambient air quality standards for lead have not been exceeded since 1982. Though special monitoring sites immediately downwind of lead sources recorded localized violations of the state standard in 1994, no violations have been recorded since. Consequently, the South Coast basin is designated as an attainment area for lead by both the USEPA and CARB. This report

does not analyze lead emissions from the project, as it is not expected to emit lead in any significant measurable quantity.

- **Volatile Organic Compounds (VOC)**, although not actually a criteria air pollutant, VOCs are regulated by the SCAQMD because they cause chemical reactions which contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM₁₀ and lower visibility levels. Sources of VOCs include combustion engines, and evaporative emissions associated with fuel, paints and solvents, asphalt paving, and the use of household consumer products such as aerosols. Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOC. Some hydrocarbon components classified as VOC emissions are hazardous air pollutants. Benzene, for example, is a hydrocarbon component of VOC emissions that are known to be a human carcinogen. The term reactive organic gases (ROG) are often used interchangeably with VOC.
- **Toxic Air Contaminants (TACs)** are defined as air pollutants which may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health, and for which there is no concentration that does not present some risk. This contrasts with the criteria pollutants, in that there is no threshold level for TAC exposure below which adverse health impacts are not expected to occur. The majority of the estimated health risk from TACs can be attributed to a relatively few compounds, the most common being diesel particulate matter (DPM). In addition to DPM, benzene and 1,3-butadiene are also significant contributors to overall ambient public health risk in California.

2.2 Federal and State Ambient Air Quality Standards

The Federal Clean Air Act, which was last amended in 1990, requires the EPA to set National Ambient Air Quality Standards (NAAQS) for criteria pollutants considered harmful to public health and the environment. The State of California has also established additional and more stringent California Ambient Air Quality Standards (CAAQS) in addition to the seven criteria pollutants designated by the federal government.

AAQS are designed to protect the health and welfare of the populace with a reasonable margin of safety. The standards are divided into two categories, primary standards and secondary standards. Primary standards are implemented to provide protection for the “sensitive” populations such as those with asthma, or the children and elderly. Secondary standards are to provide protection against visible pollution as well as damage to the surrounding environment, including animals, crops, and buildings.

Table 3 shows the Federal and State Ambient Air Quality Standards.

Table 3
Federal and State Ambient Air Quality Standards (AAQS)¹

Air Pollutant	Averaging Time ²	Federal Standard (NAAQS) ²	California Standard (CAAQS) ²
Ozone	1 Hour	--	0.09 ppm
	8 Hour	0.070 ppm	0.070 ppm
Carbon Monoxide (CO)	1 Hour	35 ppm	20 ppm
	8 Hour	9 ppm	9 ppm
Nitrogen Dioxide (NO ₂)	1 Hour	0.100 ppm	0.18 ppm
	Annual	0.053 ppm	0.030 ppm
Sulfur Dioxide (SO ₂)	1 Hour	0.075 ppm	0.25 ppm
	3 Hour	0.5 ppm ³	--
	24 Hour	--	0.04 ppm
Particulate Matter (PM ₁₀)	24 Hour	150 µg/m ³	50 µg/m ³
	Mean	--	20 µg/m ³
Particulate Matter (PM _{2.5})	24 Hour	35 µg/m ³	--
	Annual	12 µg/m ³	12 µg/m ³
Lead	30-day	--	1.5 µg/m
	Quarter	1.5 µg/m	--
	3-month average	0.15 µg/m	--
Visibility reducing particles	8 Hour	--	0.23/km extinction coefficient. (10-mile visibility standard)
Sulfates	24 Hour	--	25 µg/m
Vinyl chloride	24 Hour	--	0.01 ppm
Hydrogen sulfide	24 Hour	--	0.03 ppm

¹ Source: USEPA: <https://www.epa.gov/criteria-air-pollutants/naaqs-table> and

CARB: <https://www2.arb.ca.gov/resources/california-ambient-air-quality-standards>

² ppm = parts per million of air, by volume; µg/m³ = micrograms per cubic meter; Annual = Annual Arithmetic Mean; 30-day = 30-day average; Quarter = Calendar quarter.

³ Secondary standard

Several pollutants listed in Table 4 are not addressed in this analysis. Lead is not included because the project is not anticipated to emit lead. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is addressed. The project is not expected to generate or be exposed to vinyl chloride because proposed project uses do not utilize the chemical processes that create this pollutant and there are no such uses in the project vicinity. The proposed project is not expected to cause exposure to hydrogen sulfide because it would not generate hydrogen sulfide in any substantial quantity.

2.3 Attainment Status

The Clean Air Act requires states to prepare a State Implementation Plan (SIP) to ensure air quality meets the NAAQS. The California Air Resources Board (CARB) provides designations of attainment for air basins where AAQS are either met or exceeded. If the AAQS are met, the area is designated as being in “attainment”, if the air pollutant concentrations exceed the AAQS, then the area is designated as being “nonattainment”. If there is inadequate or inconclusive data to make a definitive attainment designation, the area is considered “unclassified.”

National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or ‘form’ of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual PM_{2.5} standard is met if the three-year average of the annual average PM_{2.5} concentration is less than or equal to the standard.

When a state submits a request to the EPA to re-designate a nonattainment area to attainment, the Clean Air Act (CAA) section 175A(a) requires that the state (or states, if the area is a multi-state area) submit a maintenance plan ensuring the area can maintain the air quality standard for which the area is to be re-designated for at least 10 years following the effective date of re-designation.

Table 4 lists the attainment status for the criteria pollutants in the South Coast Air Basin (SCAB).

Table 4
South Coast Air Basin Attainment Status¹

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme) ²
Carbon monoxide	Attainment	Attainment (Maintenance)
Nitrogen dioxide	Attainment	Attainment (Maintenance)
PM ₁₀	Nonattainment	Attainment (Maintenance)
PM _{2.5}	Nonattainment	Nonattainment
Lead	Attainment	Nonattainment (Partial) ³

¹ Source: California Air Resources Board. <http://www.arb.ca.gov/design/adm/adm.htm>

² 8-Hour Ozone.

³ Partial Nonattainment designation – Los Angeles County portion of Basin only.

2.4 South Coast Air Quality Management District (SCAQMD)

The agency responsible for air pollution control for the South Coast Air Basin (SCAB) is the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the SCAB. SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the SCAB. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the federal and/or California ambient air quality standards. The term nonattainment area is used to refer to an air SCAB where one or more ambient air quality standards are exceeded.

Every three (3) years the SCAQMD prepares a new AQMP, updating the previous plan and having a 20-year horizon. The latest version is the 2016 AQMP. The 2016 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air. While air quality has dramatically improved over the years, the SCAB still exceeds federal public health standards for both ozone and particulate matter (PM) and experiences some of the worst air pollution in the nation. The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan is not approved or if the NAAQS are not met on time.

The most significant air quality challenge in the SCAB is to reduce nitrogen oxide (NOx) emissions sufficiently to meet the upcoming ozone standard deadlines. Based on the inventory and modeling results, 522 tons per day (tpd) of total SCAB NOx 2012 emissions are projected to drop to 255 tpd and 214 tpd in the 8-hour ozone attainment years of 2023 and 2031 respectively, due to continued implementation of already adopted regulatory actions ("baseline emissions"). The analysis suggests that total SCAB emissions of NOx must be reduced to approximately 141 tpd in 2023 and 96 tpd in 2031 to attain the 8-hour ozone standards. This represents an additional 45 percent reduction in NOx in 2023, and an additional 55 percent NOx reduction beyond 2031 levels.²

The SCAQMD establishes a program of rules and regulations to obtain attainment of the state and federal standards in conjunction with the AQMP. Several of the rules and regulations that may be applicable to this project include, but are not limited to, the following:

SCAQMD Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403 governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

SCAQMD Rule 445 restricts wood burning devices from being installed into any new development and is intended to reduce the emissions of particulate matter for wood burning devices.

SCAQMD Rule 461 applies to the transfer and storage of gasoline and describes the requirements for vapor recovery systems and vapor collection.

SCAQMD Rule 1113 governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC

² <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf>

content of paints available during construction. Therefore, all paints and solvents used during construction and operation of project must comply with Rule 1113.

SCAQMD Rule 1143 governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

SCAQMD Rule 1186 limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

SCAQMD Rule 1303 governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM10 among other pollutants.

SCAQMD Rule 2202 On-Road Motor Vehicle Mitigation Options, is to provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

2.5 South Coast Air Basin

The project is located within the South Coast Air SCAB (SCAB). To the west of the SCAB is the Pacific Ocean. To the north and east are the San Gabriel, San Bernardino, and San Jacinto mountains, while the southern limit of the SCAB is the San Diego County line. The SCAB consists of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County.

The local dominant wind blows predominantly from the south-southwest with relatively low velocities. The annual average annual wind speed is about 10 miles per hour. Summer wind speeds average slightly higher than winter wind speeds. Low average wind speeds, together with a persistent temperature inversion limit the vertical dispersion of air pollutants throughout the SCAB.

The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If the winds are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events.

The annual average temperature varies little throughout much of the SCAB, ranging from the low to middle 60s (°F). With more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal regions and Los Angeles metropolitan area are transported inland until reaching the mountains, where the combination of mountains and temperature inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas of the SCAB. Air stagnation may occur during the early evening and early morning periods of transition between day and nighttime flows.

Temperature inversions are an important feature that limits the vertical depth through which pollution can be mixed. During the summer, coastal areas are characterized by a sharp discontinuity between the cool marine air at the surface and the warm, sinking air aloft within the high-pressure cell over the ocean to the west. This marine/subsidence inversion allows for good local mixing, but acts like a giant lid over the SCAB. The air remains stagnant, as the average wind speed in downtown Los Angeles becomes less than five mph.

The second type of inversion forms on clear winter nights when cold air off the mountains sinks to the valley floor while the air aloft over the valley remains warm. This forms radiation inversions. These inversions, in conjunction with calm winds, trap pollutants such as those from automobile exhaust near their source. They lead to air pollution “hotspots” in heavily developed coastal areas of the SCAB, although onshore breezes often push the pollutants along canyons into the inland valleys. Summers are often periods of hazy visibility and occasionally unhealthy air, while winter air quality impacts tend to be highly localized and can consist of elevated levels of nitrogen dioxide and fine particulate matter.

2.6 Local Climate and Meteorology

The weather station closest to the project site is a National Weather Service Cooperative weather station located at Fontana Kaiser (043120). Climatological data from the National Weather Service at this station is summarized in Table 5.

Table 5
Meteorological Summary¹

Month	Temperature (°F)			Mean Precipitation (inches)
	Max.	Min.	Mean	
January	66.8	44.0	55.5	3.65
February	69.4	45.0	57.2	2.85
March	70.1	46.3	58.2	2.80
April	74.5	48.4	61.5	1.13
May	79.9	52.6	66.2	0.26
June	86.7	56.6	71.7	0.04
July	95.0	62.2	78.6	0.01
August	94.4	62.9	78.7	0.11
September	91.3	61.3	76.3	0.34
October	83.0	55.4	69.2	0.34
November	73.6	48.5	61.0	1.72
December	68.3	44.4	56.3	2.07
Annual	79.4	52.3	65.9	15.32

¹ Source: Western Regional Climate Center 2012. Averages derived from measurements recorded between 1951 and 1984 at Fontana Kaiser Station No. 043120

2.7 Local Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Estimates of the existing emissions in the Basin provided in the Final 2016 Air Quality Management Plan, prepared by SCAQMD, March 2017, indicate that collectively, mobile sources account for 60 percent of the VOC, 90 percent of the NO_x emissions, 95 percent of the CO emissions and 34 percent of directly emitted PM_{2.5}, with another 13 percent of PM_{2.5} from road dust.

The SCAQMD has divided the SCAB into fourteen general forecasting areas and thirty eight Source Receptor Areas (SRA) for monitoring and reporting local air quality. The SCAQMD provides daily reports of the current air quality conditions in each general forecast area and SRA. The monitoring areas provide a general representation of the local meteorological, terrain, and air quality conditions within the SCAB.

The project is located within Central San Bernardino Valley (SRA-34).

Table 6 summarizes the published air quality monitoring data from 2015 through 2017, which is the most recent 3-year period available. These pollutant levels were used to comprise a “background” for the project location and existing local air quality. For criteria pollutants not monitored at the Central San Bernardino Valley-1 station, data from the nearest monitoring station with a comparable setting were used. The data shows that during the past few years, the project area has exceeded State thresholds for Ozone, NO_x, PM₁₀ and PM_{2.5}.

Table 6
Local Air Quality

Air Pollutant Location	Averaging Time	Item	2015	2016	2017
Carbon Monoxide -- Central San Bernardino Valley 1	1 Hour	Max 1-Hour (ppm)	2.8	1.7	1.6
		Exceeded State Standard (20 ppm)	No	No	No
		Exceeded National Standard (35 ppm)	No	No	No
	8 Hour	Max 8 Hour (ppm)	1.2	1	1.2
		Exceeded State Standard (9 ppm)	No	No	No
		Exceeded National Standard (9 ppm)	No	No	No
Ozone -- Central San Bernardino Valley 1	1 Hour	Max 1-Hour (ppm)	0.133	0.139	0.137
		Days > State Standard (0.09 ppm)	36	34	32
	8 Hour	Max 8 Hour (ppm)	0.111	0.105	0.118
		Days > State Standard (0.07 ppm)	59	52	48
		Days > National Standard (0.070 ppm)	57	49	48
Nitrogen Dioxide¹ -- Central San Bernardino Valley 1	1 Hour	Max 1-Hour (ppm)	89.1	71.7	69.2
		Exceeded State Standard (0.18 ppm)	Yes	Yes	Yes
	Annual	Annual Average (ppm)	18.7	18.2	18.3
		Exceeded >State Standard (0.030 ppm)	Yes	Yes	Yes
		Exceeded >National Standard (0.053 ppm)	Yes	Yes	Yes
Sulfur Dioxide¹ -- Central San Bernardino Valley 1	1 Hour	Max 1 Hour (ppm)	4.0	6.3	3.9
		Exceed State Standard (0.25 ppm)	Yes	Yes	Yes
		Exceed National Standard (0.075 ppm)	Yes	Yes	Yes
	24 Hour	Max 24-Hour ($\mu\text{g}/\text{m}^3$)	96	94	75
		Days > State Standard ($50 \mu\text{g}/\text{m}^3$)	13	15	46
		Days > National Standard ($150 \mu\text{g}/\text{m}^3$)	0	0	0
Coarse Particles (PM10)¹ -- Central San Bernardino Valley 1	24 Hour	Max 24-Hour ($\mu\text{g}/\text{m}^3$)	96	94	75
		Days > State Standard ($50 \mu\text{g}/\text{m}^3$)	13	15	46
		Days > National Standard ($150 \mu\text{g}/\text{m}^3$)	0	0	0
	Annual	Annual Average ($\mu\text{g}/\text{m}^3$)	37.8	38.1	39.6
		Exceeded State Standard ($20 \mu\text{g}/\text{m}^3$)	Yes	Yes	Yes
Fine Particulates (PM2.5)¹ -- Central San Bernardino Valley 1	24 Hour	Max 24-Hour ($\mu\text{g}/\text{m}^3$)	50.5	30.45	26.51
		Days > National Standard ($35 \mu\text{g}/\text{m}^3$)	3	0	0
	Annual	Annual Average ($\mu\text{g}/\text{m}^3$)	11.05	12.04	11.17
		Exceeded State Standard ($12 \mu\text{g}/\text{m}^3$)	No	Yes	No
		Exceeded National Standard ($15 \mu\text{g}/\text{m}^3$)	No	No	No

Source: <https://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year> & <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-monitoring-network-plan/aaqmnp-appendix-a6BF4F040D8A9.pdf?sfvrsn=46>

$\mu\text{g}/\text{m}^3$ = micrograms per cubic meter

ppm = part per million

¹ Nitrogen Dioxide maximum 1-hour concentrations are reported in ppm and Suspended Particles Category that the state standard is now $150 \mu\text{g}/\text{m}^3$ and not $50 \mu\text{g}/\text{m}^3$ for the year 2015 and 2016.

3.0 Global Climate Change Setting

Global climate change is the change in the average weather of the earth that is measured by such things as alterations in temperature, wind patterns, storms, and precipitation. Current data shows that the recent period of warming is occurring more rapidly than past geological events. The average global surface temperature has increased by approximately 1.4° Fahrenheit since the early 20th Century. 1.4° Fahrenheit may seem like a small change, but it's an unusual event in Earth's recent history, and as we are seeing, even small changes in temperature can cause enormous changes in the environment.

The planet's climate record, preserved in tree rings, ice cores, and coral reefs, shows that the global average temperature has been stable over long periods of time. For example, at the end of the last ice age, when the Northeast United States was covered by more than 3,000 feet of ice, average global temperatures were only 5° to 9° Fahrenheit cooler than today. The Intergovernmental Panel on Climate Change (IPCC), which includes more than 1,300 scientists from the United States and other countries, forecasts a temperature rise of 2.5° to 10° Fahrenheit over the next century. Therefore, significant changes to the environment are expected in the near future.

The consequences of global climate change include more frequent and severe weather, worsening air pollution by increasing ground level ozone, higher rates of plant and animal extinction, more acidic and oxygen depleted oceans, strain on food and water resources, and threats to densely populated coastal and low lying areas from sea level rise.

The impacts of climate change are already visible in the Southwest United States. In California, the consequences of climate change include;

- A rise in sea levels resulting in the displacement of coastal businesses and residencies
- A reduction in the quality and supply of water from the Sierra snowpack
- Increased risk of large wildfires
- Exacerbation of air quality problems
- Reductions in the quality and quantity of agricultural products
- An increased temperature and extreme weather events
- A decrease in the health and productivity of California's forests

3.1 Greenhouse Gases

Most scientists agree the main cause of the current global warming trend is anthropogenic (human-induced) augmentation of the greenhouse effect. The greenhouse effect refers to the way gases in the earth's atmosphere trap and re-emits long wave infrared radiation, acting like a blanket insulating the earth. Activities such as fossil fuel combustion, industrial processes, agriculture, and waste decomposition have elevated the concentration of greenhouse gases in the atmosphere beyond the level of naturally occurring concentrations.

GHGs comprise less than 0.1 percent of the total atmospheric composition, yet they play an essential role in influencing climate. Greenhouse gases include naturally occurring compounds such as carbon dioxide (CO_2), methane (CH_4), water vapor (H_2O), and nitrous oxide (N_2O), while others are synthetic. Man-made GHGs include the chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs), as well as sulfur hexafluoride (SF_6). Different GHGs have different effects on the Earth's warming. GHGs differ from each other in their ability to absorb energy (their "radiative efficiency") and how long they stay in the atmosphere, also known as the "lifetime".

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of CO_2 . The larger the GWP, the more than a given gas warms the Earth compared to CO_2 over that time period. The time period usually used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases and allows policymakers to compare emissions reduction opportunities across sectors and gases.

Table 7 lists the 100-year GWP of GHGs from the Intergovernmental Panel on Climate Change (IPCC) fourth assessment report (AR4).

Table 7
Global Warming Potential of Greenhouse Gases^{1, 2}

Gas Name	Formula	Lifetime (years)	GWP
Carbon Dioxide	CO ₂		1
Methane	CH ₄	12	25
Nitrous Oxide	N ₂ O	114	298
Sulphur Hexafluoride	SF ₆	3200	22,800
Nitrogen Trifluoride	NF ₃	740	17,200
Hexafluoroethane (PFC-116)	C ₂ F ₆	10,000	12,200
Octafluoropropane (PFC-218)	C ₃ F ₈	2,600	8,830
Octafluorocyclobutane (PFC-318)	C ₄ F ₈	3,200	10,300
Tetrafluoromethane (PFC-14)	CF ₄	50,000	7,390
Hydrofluorocarbon 125	HFC-125	29	3,500
Hydrofluorocarbon 134a	HFC-134a	14	1,430
Hydrofluorocarbon 143a	HFC-143a	52	4,470
Hydrofluorocarbon 152a	HFC-152a	1	124
Hydrofluorocarbon 227ea	HFC-227ea	34	3,220
Hydrofluorocarbon 23	HFC-23	270	14,800
Hydrofluorocarbon 236fa	HFC-236fa	240	9,810
Hydrofluorocarbon 245fa	HFC-245fa	8	1,030
Hydrofluorocarbon 32	HFC-32	5	675
Hydrofluorocarbon 365mfc	HFC-365mfc	9	794
Hydrofluorocarbon 43-10mee	HFC-43-10mee	16	1,640

¹ Source: IPCC Fourth Assessment Report (AR4)

² GWPs are used to convert GHG emission values to "carbon dioxide equivalent" (CO₂e) units

3.2 GHG Regulatory Setting - International

Intergovernmental Panel on Climate Change. In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change to assess the scientific, technical and socio-economic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

United Nations. The United States participates in the United Nations Framework Convention on Climate Change (UNFCCC) (signed on March 21, 1994). Under the Convention, governments gather and share information on greenhouse gas emissions, national policies, and best practices; launch national strategies for addressing greenhouse gas emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change. The 2014 UN Climate Change Conference in Lima Peru provided a unique opportunity to engage all countries to assess how developed countries are implementing actions to reduce emissions.

Kyoto Protocol. The Kyoto Protocol is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. It has been estimated that if the commitments outlined in the Kyoto Protocol are met, global GHG emissions could be reduced by an estimated 5 percent from 1990 levels during the first commitment period of 2008 – 2012 (UNFCCC 1997). On December 8, 2012, the Doha Amendment to the Kyoto Protocol was adopted. The amendment includes: New commitments for Annex I Parties to the Kyoto Protocol who agreed to take on commitments in a second commitment period from 2013 – 2020, a revised list of greenhouse gases (GHG) to be reported on by Parties in the second commitment period, and Amendments to several articles of the Kyoto Protocol, which specifically referenced issues pertaining to the first commitment period and which needed to be updated for the second commitment period.

The Paris Agreement. The Paris agreement is the first comprehensive global climate agreement to be ratified by the United States, United Nations, China, and India; the largest producers of greenhouse gas emissions in the world. The agreement was negotiated by a total of 195 nations and entered into force on November 4, 2016. The central aim is to strengthen the global response to the threat of climate change by keeping the global temperature rise this century well below 2 degrees Celsius compared to pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the agreement aims to strengthen the ability of countries to deal with the

impacts of climate change. Currently, 122 parties have ratified the agreement. The Trump administration has recently indicated the United States federal government will no longer participate in the Paris agreement.

3.3 GHG Regulatory Setting – National

Greenhouse Gas Endangerment. On December 2, 2009, the EPA announced that GHGs threaten the public health and welfare of the American people. The EPA also states that GHG emissions from on-road vehicles contribute to that threat. The decision was based on *Massachusetts v. EPA* (Supreme Court Case 05-1120) which argued that GHGs are air pollutants covered by the Clean Air Act and that the EPA has authority to regulate those emissions.

Clean Vehicles. Congress first passed the Corporate Average Fuel Economy (CAFE) law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, the EPA and the Department of Transportation's National Highway Safety Administration announced a joint final rule establishing a national program that would reduce greenhouse gas emissions and improve fuel economy for new cars and trucks sold in the United States.

The first phase of the national program would apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards would cut carbon dioxide emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016). The second phase of the national program would involve proposing new fuel economy and greenhouse gas standards for model years 2017 – 2025 by September 1, 2011.

On October 25, 2010, the EPA and the U.S. Department of Transportation proposed the first national standards to reduce greenhouse gas emissions and improve the fuel efficiency of heavy-duty trucks and buses. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20 percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline

and diesel truck standards, which phase in starting in the 2014 model year and achieve up to 10 percent reduction for gasoline vehicles and 15 percent reduction for diesel vehicles by 2018 model year (12 and 17 percent respectively, if accounting for air conditioning leakage). Lastly, for vocational vehicles, the agencies are proposing engine and vehicle standards starting in the 2014 model year which would achieve up to a 10 percent reduction in fuel consumption and carbon dioxide emissions by 2018 model year.

Mandatory Reporting of Greenhouse Gases. On January 1, 2010, the EPA started requiring large emitters of heat-trapping emissions to begin collecting GHG data under a new reporting system. Under the rule, suppliers of fossil fuels or industrial greenhouse gases, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of greenhouse gas emissions are required to submit annual reports to the EPA.

Climate Adaption Plan. The EPA Plan identifies priority actions the Agency will take to incorporate considerations of climate change into its programs, policies, rules and operations to ensure they are effective under future climatic conditions. The Plan reflects input received from States, Tribes and municipal and county officials during development, as well as comments received during a formal Tribal consultation process and a 60 day public comment period during the winter of 2013.

EPA is also releasing final Climate Change Adaptation Implementation Plans from its National Environmental Program Offices and all 10 Regional Offices. The Implementation Plans, which also reflect responses to public comment, provide more detail on how EPA Programs and Regions will carry out the work called for in the agency wide Plan in partnership with states, tribes, and local governments.

3.4 GHG Regulatory Setting – State of California

Tables 8 and 9 show the current climate change legislation and executive orders issued in the State of California.

Table 8
California Climate Change Legislation

Date	Legislation	Description
July 26, 2017	Assembly Bill 617 (Christina Garcia, Chapter 136, Statutes of 2017)	Companion to Cap-and-Trade Extension Establishes a groundbreaking program to measure and reduce air pollution from mobile and stationary sources at the neighborhood level in the communities most impacted by air pollutants. Requires the Air Resources Board to work closely with local air districts and communities to establish neighborhood air quality monitoring networks and to develop and implement plans to reduce emissions. The focus on community-based air monitoring and emission reductions will provide a national model for enhanced community protection.
July 25, 2017	Assembly Bill 398 (Eduardo Garcia, Chapter 135, Statutes of 2017)	Cap-and-Trade Extension Extends and improves the Cap and Trade Program, which will enable the state to meet its 2030 emission reduction goals in the most cost-effective manner. Furthermore, extending the Cap and Trade Program will provide billions of dollars in auction proceeds to invest in communities across California.
September 19, 2016	Senate Bill 1383 (Lara, Chapter 395, Statutes of 2016)	Short-lived Climate Pollutants Establishes statewide reduction targets for short-lived climate pollutants.
September 8, 2016	Assembly Bill 197 (Eduardo Garcia, Chapter 250, Statutes of 2016)	Greenhouse gas regulations Prioritizes direct emission reductions from large stationary sources and mobile sources.
September 8, 2016	Senate Bill 32 (Pavley, Chapter 249, Statutes of 2016)	Greenhouse Gas emission reduction target for 2030 Establishes a statewide greenhouse gas (GHG) emission reduction target of 40 percent below 1990 levels by 2030.
October 7, 2015	Senate Bill 350 (De León, Chapter 547, Statutes of 2015)	Clean Energy and Pollution Reduction Act of 2015 Establishes targets to increase retail sales of renewable electricity to 50 percent by 2030 and double the energy efficiency savings in electricity and natural gas end uses by 2030.
September 21, 2014	Senate Bill 605 (Lara, Chapter 523, Statutes of 2014)	Short-lived climate pollutants Requires the State Air Resources Board to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants by January 1, 2016.

Table 8
California Climate Change Legislation

Date	Legislation	Description
September 21, 2014	Senate Bill 1275 (De León, Chapter 530, Statutes of 2014)	Charge Ahead California Initiative Establishes a state goal of 1 million zero-emission and near-zero-emission vehicles in service by 2020. Amends the enhanced fleet modernization program to provide a mobility option. Establishes the Charge Ahead California Initiative requiring planning and reporting on vehicle incentive programs, and increasing access to and benefits from zero-emission vehicles for disadvantaged, low-income, and moderate-income communities and consumers.
September 21, 2014	Senate Bill 1204 (Lara, Chapter 524, Statutes of 2014)	California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program Creates the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program funded by the Greenhouse Gas Reduction Fund for development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero emission truck, bus, and off-road vehicle and equipment technologies, with priority given to projects benefiting disadvantaged communities.
September 28, 2013	Assembly Bill 8 (Perea, Chapter 401, Statutes of 2013)	Alternative fuel and vehicle technologies: funding programs Extends until January 1, 2024, extra fees on vehicle registrations, boat registrations, and tire sales in order to fund the AB 118, Carl Moyer, and AB 923 programs that support the production, distribution, and sale of alternative fuels and vehicle technologies and air emissions reduction efforts. The bill suspends until 2024 ARB's regulation requiring gasoline refiners to provide hydrogen fueling stations and appropriates up to \$220 million, of AB 118 money to create a hydrogen fueling infrastructure in the state.
September 28, 2013	Assembly Bill 1092 (Levine, Chapter 410, Statutes of 2013)	Building standards: electric vehicle charging infrastructure Requires the Building Standards Commission to adopt mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development.
September 30, 2012	Senate Bill 535 (De León, Chapter 830, Statutes of 2012)	Greenhouse Gas Reduction Fund and Disadvantaged Communities

Table 8
California Climate Change Legislation

Date	Legislation	Description
	Statutes of 2012)	Requires the California Environmental Protection Agency to identify disadvantaged communities; requires that 25% of all funds allocated pursuant to an investment plan for the use of moneys collected through a cap-and-trade program be allocated to projects that benefit disadvantaged communities and 10 those 25% be use within disadvantaged communities; and requires the Department of Finance to include a description of how these requirements are fulfilled in an annual report.
September 30, 2012	Assembly Bill 1532 (J. Perez, Chapter 807, Statutes of 2012)	Greenhouse Gas Reduction Fund in the Budget Requires the Department of Finance to develop and submit to the Legislature an investment plan every three years for the use of the Greenhouse Gas Reduction Fund; requires revenue collected pursuant to a market-based compliance mechanism to be appropriated in the Annual Budget Act; requires the department to report annually to the Legislature on the status of projects funded; and specifies that findings issued by the Governor related to "linkage" as part of a market-base compliance mechanism are not subject to judicial review.
April 12, 2011	Senate Bill X1-2 (Simitian, Chapter 1, Statutes of 2011)	Governor Edmund G. Brown, Jr. signed Senate Bill X1-2 into law to codify the ambitious 33 percent by 2020 goal. SBX1-2 directs California Public Utilities Commission's Renewable Energy Resources Program to increase the amount of electricity generated from eligible renewable energy resources per year to an amount that equals at least 20% of the total electricity sold to retail customers in California per year by December 31, 2013, 25% by December 31, 2016 and 33% by December 31, 2020. The new RPS goals applies to all electricity retailers in the state including publicly owned utilities (POUs), investor-owned utilities, electricity service providers, and community choice aggregators. This new RPS preempts the California Air Resources Boards' 33 percent Renewable Electricity Standard.
September 29, 2011	Assembly Bill 1504 (Skinner, Chapter 534, Statutes of 2010)	Forest resources and carbon sequestration. Bill requires Department of Forestry and Fire Protection and Air Resources Board to assess the capacity of its forest and rangeland regulations to meet or exceed the state's greenhouse goals, pursuant to AB 32.
September 30, 2008	Senate Bill 375 (Steinberg, Chapter 728, Statutes of 2008)	Sustainable Communities & Climate Protection Act of 2008 requires Air Resources Board to develop regional greenhouse gas emission reduction targets for passenger vehicles. ARB is to establish targets for 2020 and 2035 for each region covered by one of the State's 18 metropolitan planning organizations.
October 14,	Assembly Bill 118	Alternative Fuels and Vehicles Technologies

Table 8
California Climate Change Legislation

Date	Legislation	Description
2007	(Núñez, Chapter 750, Statutes of 2007)	The bill would create the Alternative and Renewable Fuel and Vehicle Technology Program, to be administered by the Energy Commission, to provide funding to public projects to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies.
August 24, 2007	Senate Bill 97 (Dutton, Chapter 187, Statutes of 2007)	Directs Governor's Office of Planning and Research to develop CEQA guidelines "for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions."
July 18, 2006	Assembly Bill 1803 (Committee on Budget, Chapter 77, Statutes of 2006)	Greenhouse gas inventory transferred to Air Resources Board from the Energy Commission.
August 21, 2006	Senate Bill 1 (Murray, Chapter 132, Statutes of 2006)	California's Million Solar Roofs plan is enhanced by PUC and CEC's adoption of the California Solar Initiative. SB1 directs PUC and CEC to expand this program to more customers and requiring the state's municipal utilities to create their own solar rebate programs. This bill would require beginning January 1, 2011, a seller of new homes to offer the option of a solar energy system to all customers negotiating to purchase a new home constructed on land meeting certain criteria and to disclose certain information.
September 26, 2006	Senate Bill 107 (Simitian, Chapter 464, Statutes of 2006)	SB 107 directs California Public Utilities Commission's Renewable Energy Resources Program to increase the amount of renewable electricity (Renewable Portfolio Standard) generated per year, from 17% to an amount that equals at least 20% of the total electricity sold to retail customers in California per year by December 31, 2010.
September 27, 2006	Assembly Bill 32 (Núñez, Chapter 488, Statutes of 2006)	California Global Warming Solutions Act of 2006. This bill would require Air Resources Board (ARB) to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020. ARB shall adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program. AB 32 directs Climate Action Team established by the Governor to coordinate the efforts set forth under Executive Order S-3-05 to continue its role in coordinating overall climate policy.

Table 8
California Climate Change Legislation

Date	Legislation	Description
September 12, 2002	Senate Bill 1078 (Sher, Chapter 516, Statutes of 2002)	This bill establishes the California Renewables Portfolio Standard Program, which requires electric utilities and other entities under the jurisdiction of the California Public Utilities Commission to meet 20% of their renewable power by December 31, 2017 for the purposes of increasing the diversity, reliability, public health and environmental benefits of the energy mix.
September 7, 2002	Senate Bill 812 (Sher, Chapter 423, Statutes of 2002)	This bill added forest management practices to the California Climate Action Registry members' reportable emissions actions and directed the Registry to adopt forestry procedures and protocols to monitor, estimate, calculate, report and certify carbon stores and carbon dioxide emissions that resulted from the conservation-based management of forests in California.
July 22, 2002	Assembly Bill 1493 (Pavley, Chapter 200, Statutes of 2002)	The "Pavley" bill requires the registry, in consultation with the State Air Resources Board, to adopt procedures and protocols for the reporting and certification of reductions in greenhouse gas emissions from mobile sources for use by the state board in granting the emission reduction credits. This bill requires the state board to develop and adopt, by January 1, 2005, regulations that achieve the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty trucks.
October 11, 2001	Senate Bill 527 (Sher, Chapter 769, Statutes of 2001)	This bill revises the functions and duties of the California Climate Action Registry and requires the Registry, in coordination with CEC to adopt third-party verification metrics, developing GHG emissions protocols and qualifying third-party organizations to provide technical assistance and certification of emissions baselines and inventories. SB 527 amended SB 1771 to emphasize third-party verification.
September 30, 2000	Senate Bill 1771 (Sher, Chapter 1018, Statutes of 2000)	SB 1771 establishes the creation of the non-profit organization, the California Climate Action Registry and specifies functions and responsibilities to develop a process to identify and qualify third-party organizations approved to provide technical assistance and advice in monitoring greenhouse gas emissions and setting greenhouse gas (GHG) emissions baselines in coordination with CEC. Also, the bill directs the Registry to enable participating entities to voluntarily record their annual GHG emissions inventories. Also, SB 1771 directs CEC to update the state's greenhouse gas inventory from an existing 1998 report and continuing to update it every five years.
September 28, 1988	Assembly Bill 4420 (Sher, Chapter 1506, Statutes of 1988)	The California Energy Commission (CEC) was statutorily directed to prepare and maintain the inventory of greenhouse gas emissions (GHG) and to study the effects

Table 8
California Climate Change Legislation

Date	Legislation	Description
		of GHGs and the climate change impacts on the state's energy supply and demand, economy, environment, agriculture, and water supplies. The study also required recommendations for avoiding, reducing, and addressing related impacts - and required the CEC to coordinate the study and any research with federal, state, academic, and industry research projects.

¹ Source: <http://www.climatechange.ca.gov/state/legislation.html>

Table 9
California Climate Change Executive Orders

Date	Governor's Executive Order	Description
July 17, 2015	Executive Order # B-32-15	EO-B-32-15 directs State agencies to develop an integrated freight action plan by July 2016. Among other things, the plan calls for targets for transportation efficiency and a transition to near-zero-emission technologies.
April 29, 2015	Executive Order # B-30-15	EO-B-30-15 sets a greenhouse gas (GHG) emissions target for 2030 at 40 percent below 1990 levels.
April 25, 2012	Executive Order # B-18-12	EO-B-18-12 calls for significant reductions in state agencies' energy purchases and GHG emissions. The Executive Order included a Green Building Action Plan, which provided additional details and specific requirements for the implementation of the Executive Order
March 23, 2012	Executive Order # B-16-12	EO-B-16-12 orders State agencies to facilitate the rapid commercialization of zero-emission vehicles (ZEVs). The Executive Order sets a target for the number of 1.5 million ZEVs in California by 2025. Also, the Executive Order sets as a target for 2050 a reduction of GHG emissions from the transportation sector equaling 80 percent less than 1990 levels.
November 14, 2008	Executive Order # S-13-08	EO-S-13-08 directs state agencies to plan for sea level rise and climate impacts through coordination of the state Climate Adaptation Strategy.
January 18, 2007	Executive Order # S-01-07	EO-S-01-07 establishes the 2020 target and Low Carbon Fuel Standard. The EO directs the Secretary of Cal/EPA as coordinator of 2020 target activities and requires the Secretary to report back to the Governor and Legislature biannually on progress toward meeting the 2020 target.
October 18, 2006	Executive Order # S-20-06	EO-S-20-06 establishes responsibilities and roles of the Secretary of Cal/EPA and state agencies in climate change.
April 25, 2006	Executive Order # S-06-06	EO-S-06-06 directs Secretary of Cal/EPA to participate in the Bio-Energy Interagency Working Group and addresses biofuels and bioenergy from renewable resources.
June 1, 2005	Executive Order # S-03-05	EO-S-3-05 establishes greenhouse gas emission reduction targets, creates the Climate Action Team and directs the Secretary of Cal/EPA to coordinate efforts with meeting the targets with the heads of other state agencies. The EO requires the Secretary to report back to the Governor and Legislature biannually on progress toward meeting the GHG targets, GHG impacts to California, Mitigation and Adaptation Plans.
December 14, 2004	Executive Order # S-20-04	EO-S-20-04 (Green Buildings) directs state agencies to reduce energy use in state owned buildings by 20% by 2015 and increase energy efficiency.

¹ Source: http://www.climatechange.ca.gov/state/executive_orders.html

3.5 GHG Emissions Inventory

Table 10 shows the latest GHG emission inventories at the national, state, regional and local levels.

Table 10
GHG Emissions Inventory¹

United States (2016)²	State of California (2016)³	SCAG (2008)⁴	City of Rialto (2008)⁵
6,511 MMTCO ₂ e	429 MMTCO ₂ e	230.7 MMTCO ₂ e	0.68 MMTCO ₂ e

¹ MMTCO₂e = Million Metric Tons of Carbon Dioxide Equivalent

² <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>

³ <https://www.arb.ca.gov/cc/inventory/data/data.htm>

⁴ <http://www.scag.ca.gov/programs/Pages/GreenhouseGases.aspx>

⁵ <https://www.gosbcta.com/plans-projects/plans-greenhouse.html>

4.0 Modeling Parameters and Assumptions

The California Emissions Estimator Model Version 2016.3.2 (CalEEMod) was used to calculate criteria air pollutants and GHG emissions from the construction and operation of the project. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify criteria air pollutant and GHG emissions.

The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from off-site energy generation, solid waste disposal, vegetation planting and/or removal, and water use. The model also identifies mitigation measures to reduce criteria pollutant and GHG emissions. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts.

4.1 Construction Assumptions

Construction of the project is estimated to begin in the year 2020 and expected to last approximately 12 months. The project is expected to be fully operational by the year 2021. Construction activities are expected to consist of site preparation, grading, building construction, paving, and architectural coating. Construction activities are based on CalEEMod defaults.

The CalEEMod default construction equipment list is based on survey data and the size of the site. The parameters used to estimate construction emissions, such as the worker and vendor trips and trip lengths, utilize the CalEEMod defaults. The construction equipment list is shown in Table 11.

The quantity of fugitive dust estimated by CalEEMod is based on the number of equipment used during site preparation and grading. CalEEMod estimates the worst-case fugitive dust impacts will occur during the site preparation phase. The maximum daily disturbance footprint would be 3.5 acres per 8-hour day with all equipment in use.

Based on recent discussions with SCAQMD, the Fact Sheet for Applying CalEEMod to Localized Significance Thresholds should no longer be used to determine disturbance acreage.

Table 11
Construction Equipment Assumptions Phase ¹

Phase	Equipment	Number	Hours Per Day	Soil Disturbance Rate (Acres/ 8hr-Day) ²	Off-Road Equipment Daily Disturbance Footprint (Acres)	Total Daily Disturbance Footprint (Acres)
Site Preparation	Rubber Tired Dozers	3	8	0.5	1.5	3.5
	Tractors/Loaders/Backhoes	4	8	0.5	2.0	
Grading	Excavators	1	8	0.0	0.0	2.5
	Graders	1	8	0.5	0.5	
	Rubber Tired Dozers	1	8	0.5	0.5	
	Tractors/Loaders/Backhoes	3	8	0.5	1.5	
Building Construction	Cranes	1	7	0.0	0.0	1.3
	Forklifts	3	8	0.0	0.0	
	Generator Sets	1	8	0.0	0.0	
	Tractors/Loaders/Backhoes	3	7	0.5	1.3	
	Welders	1	8	0.0	0.0	
Paving	Cement and Mortar Mixers	2	6	0.0	0.0	0.5
	Pavers	1	8	0.0	0.0	
	Paving Equipment	2	6	0.0	0.0	
	Rollers	2	6	0.0	0.0	
	Tractors/Loaders/Backhoes	1	8	0.5	0.5	
Architectural Coating	Air Compressors	1	6	0.0	0.0	0.0

¹ CalEEMod Defaults

4.2 Localized Construction Analysis Modeling Parameters

CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. This report identifies the following parameters in the project design or applicable mitigation measures in order to compare CalEEMod reported emissions against the localized significance threshold lookup tables:

- 1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
- 2) The maximum number of acres disturbed on the peak day.
- 3) Any emission control devices added onto off-road equipment.

- 4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

4.3 Operational Assumptions

Operational emissions occur over the life of the project and are considered “long-term” sources of emissions. Operational emissions include both direct and indirect sources. This section briefly describes the operational sources of emissions analyzed for the project.

4.3.1 Mobile Source Emissions

Mobile source emissions are the largest source of long-term air pollutants from the operation of the project. Mobile sources are direct sources of project emissions that are primarily attributed to tailpipe exhaust and road dust (tire, brake, clutch, and road surface wear) from motor vehicles traveling to and from the site.

Estimates of mobile source emissions require information on four parameters: trip generation, trip length, vehicle/fleet mix, and emission factors (quantity of emission for each mile traveled or time spent idling by each vehicle).

The trip generation rates for this project are consistent with the Rialto Center and Gas Station Traffic Impact Study, RK Engineering Group, Inc., 2019 and the latest version of the ITE Trip Generation Manual. Operational vehicle trip assumptions include trip lengths, trip type, and diverted/pass-by trips. The CalEEMod default trip assumptions are shown Appendix B.

The Emission Factors (EMFAC) 2014 model is used to estimate the mobile source emissions are embedded in the CalEEMod emissions model. No adjustments have been made to default emission factors.

The project’s estimated vehicle miles traveled are shown in the Table 12 for all the land uses for this project.

Table 12
Operational Vehicle Miles Traveled

Land Use	Annual Vehicle Miles Traveled (VMT)
Convenience Market with Gas Pumps	1,323,676
Fast Food Restaurant with Drive Thru	1,463,567
Gasoline/Service Station	244,592
Project Total	3,032,076

The operational vehicle fleet mix for retail/commercial center is shown in Table 13. The CalEEMod default fleet mix has been adjusted to reflect the fleet mix from Air Quality and Greenhouse Gas Emission Impact Analysis, Rialto Center Project, City of Rialto, 2018.

Table 13
Retail/Commercial Vehicle Mix¹

Vehicle Classification	Vehicle Mix (%)
Light Duty Automobile (LDA)	60.70%
Light Duty Truck (LDT1)	4.40%
Light Duty Truck (LDT2)	20.00%
Medium Duty Truck (MDV)	14.20%
Light Heavy Truck (LHD1)	0.00%
Light Heavy Truck (LHD2)	0.00%
Medium Heavy Truck (MHD)	0.00%
Heavy Heavy Truck (HHD)	0.00%
Other Bus (OBUS)	0.00%
Urban Bus (UBUS)	0.00%
Motorcycle (MCY)	0.70%
School Bus (SBUS)	0.00%
Motor Home (MH)	0.00%
Total	100.0%

¹ Fleet mix has been adjusted based on Air Quality and Greenhouse Gas Emission Impact Analysis, Rialto Center Project, City of Rialto.

The operational vehicle fleet mix for truck/diesel fueling gas station is shown in Table 14. The CalEEMod default fleet mix has been adjusted to reflect the fleet mix from Air Quality and Greenhouse Gas Emission Impact Analysis, Rialto Center Project, City of Rialto, 2018.

Table 14
Truck Gas Station Vehicle Mix¹

Vehicle Classification	Vehicle Mix (%)
Light Duty Automobile (LDA)	0.00%
Light Duty Truck (LDT1)	0.00%
Light Duty Truck (LDT2)	0.00%
Medium Duty Truck (MDV)	0.00%
Light Heavy Truck (LHD1)	24.20%
Light Heavy Truck (LHD2)	7.00%
Medium Heavy Truck (MHD)	31.30%
Heavy Heavy Truck (HHD)	37.50%
Other Bus (OBUS)	0.00%
Urban Bus (UBUS)	0.00%
Motorcycle (MCY)	0.00%
School Bus (SBUS)	0.00%
Motor Home (MH)	0.00%
Total	100.0%

¹ Fleet mix has been adjusted based on Air Quality and Greenhouse Gas Emission Impact Analysis, Rialto Center Project, City of Rialto.

4.3.2 Energy Source Emissions

Energy usage includes both direct and indirect sources of emissions. Direct sources of emissions include on-site natural gas usage (non-hearth) for heating, while indirect emissions include electricity generated by offsite power plants. Natural gas use is measured in units of a thousand British Thermal Units (kBtu) per size metric for each land use subtype and electricity use is measured in kilowatt hours (kWh) per size metric for each land use subtype.

CalEEMod divides building electricity and natural gas use into uses that are subject to Title 24 standards and those that are not. Lighting electricity usage is also calculated as a separate category in CalEEMod. For electricity, Title 24 uses include the major building envelope systems covered by Part 6 (California Energy Code) of Title 24, such as space

heating, space cooling, water heating, and ventilation. Non-Title 24 uses include all other end uses, such as appliances, electronics, and other miscellaneous plug-in uses. Because some lighting is not considered as part of the building envelope energy budget, and since a separate mitigation measure is applicable to this end use, CalEEMod makes lighting a separate category.

For natural gas, uses are likewise categorized as Title 24 or Non-Title 24. Title 24 uses including building heating and hot water end uses. Non-Title 24 natural gas uses include cooking and appliances (including pool/spa heaters).

The baseline values are based on the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies.

Table 15 shows the total annual expected electricity and natural gas usage for the proposed project.

Table 15
Electricity and Natural Gas Usage

Land Use	Electricity Usage ¹ (KWhr/yr) ²	Natural Gas Usage ¹ (KBTU/yr) ²
Convenience Market with Gas Pumps	55,647.80	9,781.32
Fast Food Restaurant with Drive Thru	289,201.00	1,665,520.00
Gasoline/Service Station	5,731.71	18,347.10
Parking Lot	15,120.00	0.00
Total	365,700.51	1,693,644.42

¹ CalEEMod default estimates.

² KWhr/yr = Kilowatt Hours per Year

KBTU/yr = Thousand British Thermal Units per Year

4.3.3 Area Source Emissions

Area source emissions are direct sources of emissions that fall under four categories; hearths, consumer products, architectural coatings, and landscaping equipment. Per SCAQMD rule 445, no wood burning devices are allowed in new developments; therefore, no wood hearths are included in this project.

Consumer products are various solvents used in non-industrial applications which emit ROG's during their product use. These typically include cleaning supplies, kitchen aerosols, cosmetics and toiletries.

Area source emissions will also include reactive organic gas vapor from the transfer, storage and dispensing of gasoline and diesel fuel at the proposed gas stations. CalEEMod does not quantify the operational area source emissions from the storage tanks and fueling equipment. Therefore, additional area source VOC emissions are calculated using a spreadsheet developed by EPA, "*Potential to Emit Calculator for Gasoline Dispensing Facilities*".³ The maximum fuel throughput, based on the number of vehicles refueling positions at the Gasoline Dispensing Facilities (GDF) is calculated using fixed values for hours of operation, the time required for each refueling event, and the average amount of fuel dispensed per refueling event.

VOC emissions the gasoline dispensing facilities are based on emissions factors and the attainment status of the project location. Emissions from both gasoline vapor and diesel fuel vapor are calculated. The maximum throughput is calculated using the following equation;

$$\text{Maximum Throughput (gal/yr)} = \frac{\text{vehicle refueling positions}}{\text{refueling event time (hrs)}} \times \frac{\text{hours of operation (hr/yr)}^4}{\text{fuel dispensed (gal/refueling event)}}$$

The proposed project consists of a total of 16 gasoline fueling pumps and 5 diesel fueling pumps, therefore, using the above equation, the total throughput from the proposed project is expected to be 2,639,524 gallons/year of gasoline and 2,686,845 gallons/year (or of diesel).

The potential VOC emission from the gas stations are calculated using the following equation;

$$\text{Potential to Emit of VOC (tons/yr)} = \text{maximum throughput (gal/yr)} \times \text{VOC Emission Factor (lb/1,000 gal)} \times 1 \text{ ton/2,000 lbs.}$$

Emission factors are based on the default US EPA parameters from the Potential to Emit Calculator for Gasoline Dispensing Facilities spreadsheet.

The total VOC emission is expected to be 9.47 lbs/day.

³ <https://www.epa.gov/sites/production/files/2016-06/gasolinedispensingcalculator032315.xlsx>

⁴ Assumes 24 hours per day, 365 days per year operation.

Gasoline and Diesel Dispensing Facilities VOC calculation worksheets are provided in Appendix C.

4.3.4 Other Sources of Operational Emissions

Water. Greenhouse gas emissions are generated from the upstream energy required to supply and treat the water used on the project site. Indirect emissions from water usage are counted as part of the project's overall impact. The estimated water usage for the project is reported in Table 16 and recommendations to reduce water usage are discussed in Section 6.0.

Waste. CalEEMod calculates the indirect GHG emissions associated with waste that is disposed of at a landfill. The program uses annual waste disposal rates from the California Department of Resources Recycling and Recovery (CalRecycle) data for individual land uses. The program quantifies the GHG emissions associated with the decomposition of the waste which generates methane based on the total amount of degradable organic carbon.

CalEEMod does not calculate waste for a convenience market based on fueling positions. Therefore, the waste generated by a 4,406 square foot convenience market was calculated separately and 13.22 tons of annual waste generation was added to the gasoline service station use, as shown in the Appendix B output sheets.

The estimated waste generation by the project is reported in Table 16 and recommendations to reduce waste generation in landfills are discussed in Section 6.0.

Table 16
Operational Water Usage and Waste Generation

Land Use	Water Usage (gallons/year)			Waste Generation (tons/year) ¹
	Indoor ¹	Outdoor	Total	
Convenience Market with Gas Pumps ²	167,314.87	102,547.82	269,862.69	13.22
Fast Food Restaurant with Drive Thru	1,848,520.31	117,990.66	1,966,510.97	70.15
Gasoline/Service Station	53,127.56	32,562.05	85,689.61	2.16
Total	2,068,963	253,100.53	2,322,063.27	85.53

¹ CalEEMod default estimates.

² CalEEMod does not calculate waste for a convenience market based on fueling positions. Therefore, the waste generated by a 4,406 square foot convenience market was calculated separately and 13.22 tons of annual waste generation was added to the gasoline service station use, as shown in the Appendix B output sheets.

5.0 Significance Thresholds

5.1 Air Quality Regional Significance Thresholds

The SCAQMD has established air quality emissions thresholds for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per Section 15002(g) of the Guidelines for implementing CEQA. By complying with the thresholds of significance, the project would be in compliance with the SCAQMD Air Quality Management Plan (AQMP) and the federal and state air quality standards.

Table 17 lists the air quality significance thresholds for the six air pollutants analyzed in this report. Lead is not included as part of this analysis as the project is not expected to emit lead in any significant measurable quantity.

Table 17
SCAQMD Regional Significance Thresholds

Pollutant	Construction (lbs/day)	Operation (lbs/day)
NO _x	100	55
VOC	75	55
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
CO	550	550

¹ Source: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>

5.2 Air Quality Localized Significance Thresholds

Air quality emissions were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold (LST) Look-up Tables.

Table 18 lists the Localized Significance Thresholds (LST) used to determine whether a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard.

LSTs are developed based on the ambient concentrations of four applicable air pollutants for source receptor area (SRA) 34 – Central San Bernardino Valley.

The nearest existing sensitive receptors are residential uses located at least 2,750 feet (838 meters) to the west of the project site. At this distance the project is not expected to cause significant localized impacts to the nearest surrounding sensitive receptors. However, to be conservative, localized impacts are analyzed based on SCAQMD's 50-meter thresholds for construction or operational activity.

The daily disturbance area is calculated to be 3.5 acres, however LST thresholds are only based on 1, 2 and 5-acre sites. In order to be conservative, LST thresholds based on the more stringent 2-acre site thresholds.

Table 18
SCAQMD Localized Significance Thresholds¹ (LST)

Pollutant	Construction (lbs/day)	Operational (lbs/day)
NO_x	200.0	200.0
CO	1,463.0	1463.0
PM₁₀	22.0	6.0
PM_{2.5}	6.0	2.0

¹ Source: SCAQMD Mass Rate Localized Significance Thresholds for 2-acre site in SRA-34 at 50 meters

5.3 Microscale CO Concentration Standards

The significance of localized CO impacts depends on whether ambient CO levels in the vicinity of the project are above or below federal or state standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of the AAQS. If ambient levels already exceed State or federal standards, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more.

Current CO levels in the SCAB are in attainment of both federal and state standards, and local air quality monitoring data indicates there have not been any localized exceedances of CO over the past three years. Therefore, the project must not contribute to an exceedance of a federal or state ambient air quality standard.

5.4 City of Rialto General Plan

The City of Rialto General Plan establishes goals, policies and programs that are meant to balance the City's actions regarding land use, circulation and other issues with their potential effects on air quality and global climate change.

In order for the project's air quality and GHG impact to be considered less than significant, the project should not conflict with, or obstruct implementation of the City of Rialto General Plan.

Goal 2-35: Reduce air pollution emissions from both mobile and stationary sources in the City.

Policy 2-35.1: Replace Rialto's vehicle fleet with low-emission, economically sensible vehicles.

Policy 2-35.2: Require that new development projects incorporate design features that encourage ridesharing, transit use, park and ride facilities, and bicycle and pedestrian circulation.

Policy 2-35.3: Establish a balanced land use pattern, and facilitate developments that provide jobs for City residents in order to reduce vehicle trips citywide.

Policy 2-35.4: Require new development and significant redevelopment proposals to incorporate sufficient design and operational controls to prevent release of noxious odors beyond the limits of the development site.

Goal 2-36: Reduce the amount of fugitive dust released into the atmosphere.

Policy 2-36.1: Put conditions on discretionary permits to require fugitive dust controls.

Policy 2-36.2: Support programs and policies of the South Coast Air Quality Management District regarding restrictions on grading operations at construction projects.

Policy 2-36.3: Enforce regulations that do not allow vehicles to transport aggregate or similar material upon a roadway unless the material is stabilized or covered.

Goal 2-37: Expand public awareness regarding air pollution sources and pollutant reduction initiatives.

Policy 2-37.1: Encourage and publicly recognize innovative approaches that improve air quality.

Policy 2-37.2: Encourage the participation of environmental groups, the business community, civic groups, special interest groups, and the general public in the formulation and implementation of programs that effectively reduce air pollution.

Policy 2-37.3: Provide public education to encourage local consumers to choose the cleanest paints and other non-pollutant consumer products.

Goal 2-38: Mitigate against climate change.

Policy 2-38.1: Consult with State agencies, SCAG, and the San Bernardino Associated Governments (SANBAG) to implement AB32 and SB375 by utilizing incentives to facilitate infill and transit-oriented development.

Policy 2-38.2: Encourage development of transit-oriented and infill development, and encourage a mix of uses that foster walking and alternative transportation in Downtown and along Foothill Boulevard.

Policy 2-38.3: Provide enhanced bicycling and walking infrastructure, and support public transit, including public bus service, the Metrolink, and the potential for Bus Rapid Transit (BRT).

Policy 2-38.4: The City shall participate in the San Bernardino Regional Greenhouse Inventory and Reduction Plan.

5.5 San Bernardino Regional Greenhouse Gas Reduction Plan

The San Bernardino Associated Governments (SANBAG), in collaboration with 21 partnership cities, has developed the San Bernardino County Regional Greenhouse Gas Reduction Plan, March 2014 (SB GHG Plan). The City of Rialto, as a partnership City of the SB GHG Plan, has selected a goal to reduce its community GHG emissions to a level that is 15% below its 2008 GHG emissions level by 2020.

The City proposes to meet their GHG reduction goal through a combination of state (~69%) and local (~31%) efforts. The Pavley vehicle standards, the state's low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Rialto's on-road, solid waste and building energy sectors in 2020. An additional reduction of 71,504 MTCO₂e will be achieved primarily through the following local measures in order of importance: Implement SB X7-7 (Water-4); Solar Energy for Warehouse Space (Energy-6); and the GHG Performance Standard for New Development (PS-1).

For the purposes of this analysis, the recommended GHG performance standard for new development (PS-1) is used to measure the project's impact. The SB GHG Plan recommends a 29% reduction in GHG emissions, compared to business as usual (BAU), for projects that generate more than 3,000 MTCO₂/e.

6.0 Air Quality Impact Analysis

Consistent with CEQA and the State CEQA Guidelines, a significant impact related to air quality would occur if the proposed project is determined to:

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

6.1 Short Term Air Quality Impacts - Construction

6.1.1 Regional Emissions - Construction

Regional air quality emissions include both on-site and off-site emissions associated with construction of the project. Regional daily emissions of criteria pollutants are compared to the SCAQMD regional thresholds of significance.

Table 19 shows that the project's daily construction emissions will be below the applicable SCAQMD regional air quality standards and thresholds of significance. As a result, the project would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

The project's short-term construction impact on regional air quality is less than significant.

CalEEMod daily emissions outputs are provided in Appendix A.

Table 19
Regional Construction Emissions

Maximum Daily Emissions (lbs/day) ¹						
Activity	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation	4.17	42.48	22.32	0.04	9.31	5.87
Grading	2.51	26.44	16.73	0.03	3.95	2.51
Building Construction	2.27	20.21	18.02	0.03	1.43	1.14
Paving	1.79	10.91	13.09	0.02	0.80	0.59
Architectural Coating	6.68	1.54	1.98	0.00	0.14	0.11
Maximum ¹	6.68	42.48	22.32	0.04	9.31	5.87
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

¹ Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.

The air quality emissions shown in Table 19 include standard SCAQMD rules and requirements with regards to fugitive dust control. For CEQA purposes, dust control compliance is considered a standard requirement and included as part of the project's design features, not mitigation. Section 6.1.3 provides further discussion on the specific dust control measures applicable to this project.

6.1.2 Localized Emissions - Construction

Table 20 illustrates the construction related localized emissions and compares the results to SCAQMD LST thresholds. As shown in Table 20, the emissions will be below the SCAQMD thresholds of significance for localized construction emissions. The project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control, as described in Section 6.1.3. Compliance with the dust control is considered a standard requirement and included as part of the project's design features, not mitigation.

The project's short-term construction impact to localized air resources is less than significant.

Table 20
Localized Construction Emissions

Maximum Daily Emissions (lbs/day)¹				
Activity	NO_x	CO	PM₁₀	PM_{2.5}
On-site Emissions	42.42	21.51	9.11	5.82
SCAQMD Construction Threshold ²	200.0	1,463.0	22.0	6.0
Exceeds Threshold (?)	No	No	No	No

¹ Maximum daily emission during summer or winter; includes on-site project emissions only.

² Reference 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation. SRA-34, Central San Bernardino Valley, 2-acre site, receptor distance of 50 meters.

6.1.3 Fugitive Dust - Construction

The Project is required to comply with local and regional rules that assist in reducing short-term air pollutant emissions associated with suspended particulate matter, also known as fugitive dust. Fugitive dust emissions are commonly associated with land clearing activities, cut-and-fill grading operations, and exposure of soils to the air and wind. SCAQMD Rule 403 requires that fugitive dust is controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rules 402 and 403 require implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site.

Applicable suppression techniques are as follows:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).

9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.
12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.

Localized construction emissions, shown in Section 6.1.2, indicate daily construction emissions, with the recommended design features, would be below the applicable thresholds established by the SCAQMD. **The proposed project's short-term fugitive dust generating construction activities would cause less than significant.**

6.1.4 Odors - Construction

Heavy-duty equipment in the project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed. The project is required to comply with Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. No other sources of objectionable odors have been identified for the proposed Project. **Therefore, the project impact from odor emissions is less than significant.**

6.1.5 Asbestos - Construction

Asbestos is a mineral fiber that has been used commonly in a variety of building construction materials for insulation and as a fire-retardant. When asbestos-containing materials are damaged or disturbed by repair, remodeling or demolition activities, microscopic fibers become airborne and can be inhaled into the lungs, where they can cause significant health problems. No structures are proposed to be demolished as part of this project.

Based on the California Division of Mines and Geology General Location Guide for Ultramafic Rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos, naturally occurring asbestos, found in serpentine and ultramafic rock, has not been shown

to occur within in the vicinity of the project site. Therefore, the potential risk for naturally occurring asbestos (NOA) during project construction is small. However, in the event NOA is found on the site, the project will be required to comply with the NESHAP standards. An Asbestos NESHAP Notification Form shall be completed and submitted to the CARB immediately upon discovery of the contaminant. The project will be required to follow NESHAP standards for emissions control during site renovation, waste transport and waste disposal. A person certified in asbestos removal procedures will be required to supervise on-site activities.

By following the required asbestos abatement protocols, **the project impact is less than significant.**

6.1.6 Diesel Particulate Matter - Construction

The greatest potential for toxic air contaminant emissions from the construction of the project would be related to diesel particulate matter (DPM) emissions associated with heavy diesel equipment. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of standard risk-assessment methodology.

Given the short-term construction schedule and the proximity of the site being located over 800 meters away from the nearest sensitive receptors, the proposed project's construction activity is not expected to be a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. It should be noted, however, that a quantified health risk assessment has not been performed for this project.

In September 2000, the CARB adopted the Diesel Risk Reduction Plan, which recommends several control measures to reduce the risks associated with diesel particulate matter (DPM). The key elements of the Plan are to clean up existing engines through engine retrofit emission control devices, to adopt stringent standards for new diesel engines, to lower the sulfur content of diesel fuel, and implement advanced technology emission control devices on diesel engines.

In order to ensure the level of DPM exposure is reduced as much as possible, the project should implement the best available pollution control strategies to minimize potential health risks. The follow DPM control measures include:

- Utilize low emission “clean diesel” equipment with new or modified engines (Tier 4 or better) that include diesel oxidation catalysts, diesel particulate filters or Moyer Program retrofits that meet CARB best available control technology.
- Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors;
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible;
- Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

6.2 Long Terms Air Quality Impacts - Operation

6.2.1 Regional Emissions - Operation

Long-term operational air pollutant impacts from the project are shown in Table 21. The project is not expected to exceed any of the allowable daily emissions thresholds for criteria pollutants at the regional level. CalEEMod daily emissions outputs are provided in Appendix A.

The project’s daily operational emissions will be below the applicable SCAQMD regional air quality standards and thresholds of significance, and the project would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

The project related long-term air quality impacts are considered less than significant.

Table 21
Regional Operational Emissions – Unmitigated

Maximum Daily Emissions (lbs/day) ¹						
Activity	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile Sources	14.00	48.46	65.04	0.15	7.90	2.18
Energy Sources	0.05	0.45	0.38	0.00	0.03	0.03
Area Sources	0.27	0.00	0.01	0.00	0.00	0.00
Gasoline Transfer and Dispensing ²	9.47	--	--	--	--	--
Subtotal Area Sources	9.74	0.00	0.01	0.00	0.00	0.00
Total	23.79	48.91	65.43	0.16	7.93	2.22
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

¹ Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.

² See Section 4.3.3 for discussion on VOC emissions calculations from gasoline transfer and dispensing.

CalEEMod daily emissions outputs are provided in Appendix A.

6.2.2 Localized Operational Emissions - Operation

Table 22 shows the unmitigated localized operational emissions and compares the results to SCAQMD LST thresholds of significance. As shown in Table 22, the emissions will be below the SCAQMD thresholds of significance for localized operational emissions. **The project will result in less than significant localized operational emissions impacts.**

Table 22
Localized Operational Emissions – Unmitigated

Maximum Daily Emissions (lbs/day) ¹				
LST Pollutants	NOx (lbs/day)	CO (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
On-site Emissions ¹	2.88	3.65	0.4	0.1
SCAQMD Operation Threshold ²	200.0	1,463.0	6.0	2.0
Exceeds Threshold (?)	No	No	No	No

¹ Maximum daily emission in summer or winter.

² Mobile source emissions include on-site vehicle emissions only. It is estimated that approximately 5% of mobile emissions will occur on the project site.

³ Reference: 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation Table C-1 through C-6; SRA 34, Central San Bernardino valley disturbance area of 2-acre and receptor distance of 50 meters.

6.2.3 Odors - Operation

Land uses that commonly receive odor complaints include agricultural uses (farming and livestock), chemical plants, composting operations, dairies, fiberglass molding facilities, food processing plants, landfills, refineries, rail yards, and wastewater treatment plants. The proposed project does not contain land uses that would typically be associated with significant odor emissions.

The project will be required to comply with standard building code requirements related to exhaust ventilation, as well as comply with SCAQMD Rule 402. Rule 402 requires that a person may not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Project related odors are not expected to meet the criteria of being a nuisance. **The project's operation would result in less than significant odor impacts.**

6.2.4 Toxic Air Contaminants - Operations

A Toxic Air Contaminant (TAC) is defined as air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health, and for which there is no concentration that does not present some risk. The primary

source of TACs from non-industrial land use development projects would include diesel particulate matter (DPM) generated from diesel exhaust emissions.

The project includes a gas station which would emit TACs, including benzene, a known human carcinogen. To reduce the risk of human exposure to TACs from a gas station, the CAPCOA Guidance Document, Health Risk Assessment for Proposed Land Use Projects (July 2009) recommends to "avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater).

The closest existing sensitive receptors (residential land uses) are located approximately 2,750 feet away from the site. As a result, the project is not expected to expose sensitive receptors to substantial pollution concentrations from gasoline and diesel fuel vapor.

The project will also attract heavy duty trucks which emit diesel particulate matter (DPM), a source of TACs.

According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.

Based on the project's proximity to the nearest residential homes, it is not expected that the project would result in significant incremental increases in potential cancer risks to surrounding sensitive receptors.

It should be noted however that a detailed health risk assessment has not been performed for this project. The Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, (Diesel Analysis), prepared by SCAQMD, August 2003, recommends that if the proposed project is anticipated to create hazardous air pollutants through stationary sources or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the hazardous air pollutants and the toxicity of the hazardous air pollutants should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

The following recommendations are provided to reduce the project's potential exposure of sensitive receptors to substantial pollutant concentrations:

- Limit engine idling time to 5 minutes or less
- Encourage trucks accessing the site to be equipped with the latest cleaner-burning diesel fuel technology.
- Encourage trucks that visit the site to be retrofit engines with particle-trapping filters
- Encourage the use of alternative fuels, such as natural gas, propane and electricity instead of diesel whenever possible.

6.3 CO Hot Spot Emissions

A CO hot spot is a localized concentration of carbon monoxide (CO) that is above the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the publishing of the 1993 CEQA Air Quality Handbook, the SCAB was designated nonattainment, and projects were required to perform hot spot analyses to ensure they did not exacerbate an existing problem. Since this time, the SCAB has achieved attainment status and the potential for hot spots caused by vehicular traffic congestion has been greatly reduced. In fact, the SCAQMD AQMP found that peak CO concentrations were primarily the result of unusual meteorological and topographical conditions, not traffic congestion.

Furthermore, the 2003 SCAQMD AQMP found that, at four of the busiest intersections in Los Angeles, there were no CO hot spots concentrations. Additionally, the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, it is reasonable to conclude, that the project would not significantly contribute to the formation of CO Hot Spots in the project vicinity.

6.4 SCAQMD Air Quality Management Plan Consistency

CEQA requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies in the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would

interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies.

The SCAQMD CEQA Handbook identifies two key indicators of consistency:

- (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- (2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

6.4.1 Criterion 1 - Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in this analysis, the short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. However, this analysis also found that even with incorporation of mitigation, long-term operations impacts will exceed the SCAQMD regional threshold of significance for NO_x.

Therefore, the proposed project contributes to the exceedance of an air pollutant concentration standard and is found to be inconsistent with the AQMP for the first criterion.

6.4.2 Criterion 2 - Exceed Assumptions in the AQMP

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to

ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2016, includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA.

The project is consistent with the land use requirements in the City of Rialto Zoning Ordinance for RSP – Renaissance Specific Plan (FC-Freeway Commercial) and the project land uses are also consistent with the Renaissance Specific Plan Overlay of the Rialto General Plan Land Use Designation. As a result, the project is not expected to significantly increase emissions compared to what is currently allowed and projected in the AQMP for this region. The project is considered to be consistent with the AQMP and the impact is less than significant.

6.4 Health Impacts

The project is expected to generate significant levels of NO_x that would persist over the life of the project and exceed the maximum daily emissions limits set by SCAQMD. By exceeding the SCAQMD regional threshold, the impact is considered cumulatively significant and would contribute to ozone formation, a criteria pollutant for which SCAQMD is nonattainment. While the project would not solely result in the exceedance of an AAQS, potential adverse health impacts associated with increased exposure to pollutant concentrations may occur.

NO_x includes a group of highly reactive gases known as the oxides of nitrogen, and while all of these gases are harmful to human health and the environment, of the greatest concern is Nitrogen Dioxide (NO₂). NO₂ is typically used as the indicator for the larger group of NO_x.

Breathing air with a high concentration of NO₂ can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms. Longer exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are generally at greater risk for the health effects of NO₂. NO_x also

reacts with ammonia, moisture, and other compounds to form small particle that can penetrate deeply into sensitive parts of the lungs.⁵

In addition, NO_x reacts with volatile organic compounds to form ground-level ozone. Breathing ground-level ozone can result in a number of health effects that are observed in broad segments of the population. Some of these effects include; induction of respiratory symptoms, decrements in lung function, and inflammation of airways. Respiratory symptoms from ozone exposure can include; coughing, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity.⁶

SCAQMD, as cited in the Brief of Amicus Curiae to the Supreme Court of California in the Friant Ranch Case, (April 6, 2015), states that, with regards to analysis of air quality related health impacts, EIRs must generally quantify a project's pollutant emissions, but in some cases it is not feasible to correlate these emissions to specific, quantifiable health impacts (e.g. premature mortality; hospital emissions).⁷

Therefore, given the current limitations of quantifying health risks from NO_x small scale commercial projects, such as the one proposed, a quantifiable risk assessment has not been performed.

⁵ EPA. Nitrogen Dioxide (NO₂) Pollution. <https://www.epa.gov/no2-pollution/basic-information-about-no2#Effects>

⁶ EPA. Health Effects of Ozone in the General Population. <https://www.epa.gov/ozone-pollution-and-your-patients-health/health-effects-ozone-general-population>

⁷ Judicial Council of California. <https://www.courts.ca.gov/documents/9-s219783-ac-south-coast-air-quality-mgt-dist-041315.pdf>

7.0 Greenhouse Gas Impact Analysis

Consistent with CEQA Guidelines, a significant impact related to greenhouse gas would occur if the proposed project is determined to:

- 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 emissions of greenhouse gases.

7.1 Greenhouse Gas Emissions - Construction

Greenhouse gas emissions are estimated for on-site and off-site construction activity using CalEEMod. Table 23 shows the construction greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction. Construction emissions are amortized over 30 years and added to the long-term operational emissions, pursuant to SCAQMD recommendations.

CalEEMod annual GHG output calculations are provided in Appendix B.

Table 23
Construction Greenhouse Gas Emissions

Activity	Emissions (MTCO ₂ e/yr) ¹		
	On-site	Off-site	Total
Site Preparation	8.43	0.42	8.85
Grading	10.51	0.56	11.07
Building Construction	267.98	49.83	317.81
Paving	14.85	1.64	16.49
Architectural Coating	2.30	0.33	2.63
Total	304.07	52.78	356.85
Amortized over 30 years²	10.14	1.76	11.90

¹ MTCO₂e/yr = metric tons of carbon dioxide equivalents per year.

² The emissions are amortized over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations.

7.2 Greenhouse Gas Emissions - Operation

Greenhouse gas emissions are estimated for on-site and off-site operational activity using CalEEMod. Greenhouse gas emissions from mobile sources, area sources and energy sources are shown in Table 24. CalEEMod annual GHG output calculations are provided in Appendix B.

Table 24
Operational Greenhouse Gas Emissions

Emission Source	GHG Emissions (MTCO ₂ e) ¹
Mobile Source	2,021.01
Energy Source	207.85
Area Source	0.00
Water	12.33
Waste	43.01
Construction (averaged over 30 years)	174.02
Total Annual Emissions	2,458.22
SCAQMD Tier 3 Significance Threshold ²	3,000 MTCO ₂ e/year
Exceed Tier 3 Threshold?	No

¹MTCO₂e/yr = metric tons of carbon dioxide equivalents per year

As shown in Table 24, the project GHG emissions are expected to be below the SCAQMD or the San Bernardino Greenhouse Gas Reduction Plan thresholds, which limit GHG emissions to 3,000 MTCO₂e. Therefore, **the project does not cause a significant impact on the environment.**

7.3 San Bernardino County Regional GHG Reduction Plan Consistency Analysis

The San Bernardino Associated Governments (SANBAG), in collaboration with 21 partnership cities, has developed the San Bernardino County Regional Greenhouse Gas Reduction Plan, March 2014 (SB GHG Plan). The City of Rialto, as a partnership City of the SB GHG Plan, has selected a goal to reduce its community GHG emissions to a level that is 15% below its 2008 GHG emissions level by 2020.

The City proposes to meet their GHG reduction goal through a combination of state (~69%) and local (~31%) efforts. The Pavley vehicle standards, the state's low carbon fuel standard, the RPS, and other state measures will reduce GHG emissions in Rialto's on-road, solid waste and building energy sectors in 2020. An additional reduction of 71,504 MTCO₂e will be achieved primarily through the following local measures in order of importance: Implement SB X7-7 (Water-4); Solar Energy for Warehouse Space (Energy-6); and the GHG Performance Standard for New Development (PS-1).

The project will also be required to comply with the mandatory requirements of Title 24 part 11 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building Efficiency Standards to further reduce energy usage and GHG emissions. CALGreen and building code compliance are considered part of the project's design features.

The project will not conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of greenhouse gases and the impact is considered less than significant.

8.0 References

The following references were used in the preparing this analysis.

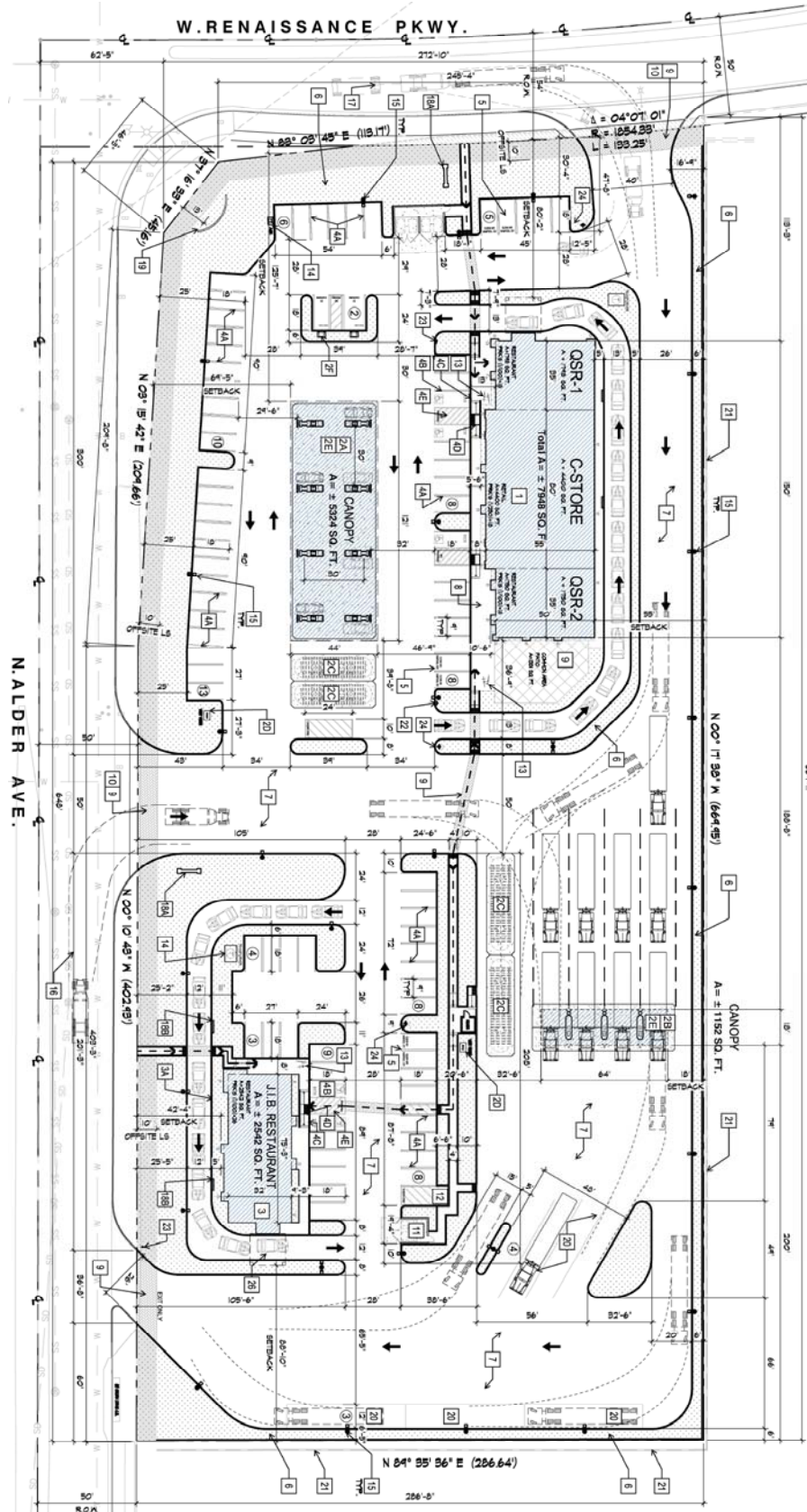
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Exhibits



Exhibit B Site Plan



Appendices

Appendix A

Daily Emissions Calculations Output
(CalEEMod)

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

Rialto Center and Gas Station AQ & GHG Analysis

San Bernardino-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	108.00	Space	4.07	43,200.00	0
Fast Food Restaurant with Drive Thru	6.09	1000sqft	0.14	6,091.00	0
Convenience Market With Gas Pumps	16.00	Pump	0.05	4,404.00	0
Gasoline/Service Station	4.00	Pump	0.01	564.70	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	32
Climate Zone	10			Operational Year	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

Project Characteristics -

Land Use - As per the site-plan.

Construction Phase - The site is currently vacant. No demolition required.

Vehicle Trips - Trip Generation Rates are based on 2017 ITE Trip Generation Manual (10th Edition). Trip rates have been adjusted per the Rialto Center and Gas Station TIA, 2019 by RK Engineering Group, Inc.

Water And Wastewater -

Solid Waste - Waste generated by a 4,406 square foot convenience market was calculated separately and 13.22 tons of annual waste generation was added to the gasoline service station use.

Construction Off-road Equipment Mitigation - Project will be required to comply with SCAQMD Rule 403 regarding fugitive dust control.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFleetMix	HHD	0.06	0.00
tblFleetMix	HHD	0.06	0.00
tblFleetMix	HHD	0.06	0.38
tblFleetMix	LDA	0.55	0.61
tblFleetMix	LDA	0.55	0.61
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.18	0.20
tblFleetMix	LDT2	0.18	0.20
tblFleetMix	LDT2	0.18	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.24

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

tblFleetMix	LHD2	5.2670e-003	0.00
tblFleetMix	LHD2	5.2670e-003	0.00
tblFleetMix	LHD2	5.2670e-003	0.07
tblFleetMix	MCY	6.0000e-003	7.0000e-003
tblFleetMix	MCY	6.0000e-003	7.0000e-003
tblFleetMix	MCY	6.0000e-003	0.00
tblFleetMix	MDV	0.12	0.14
tblFleetMix	MDV	0.12	0.14
tblFleetMix	MDV	0.12	0.00
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tblFleetMix	MH	1.0100e-003	0.00
tblFleetMix	MH	1.0100e-003	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.31
tblFleetMix	OBUS	1.3480e-003	0.00
tblFleetMix	OBUS	1.3480e-003	0.00
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tblFleetMix	UBUS	1.6070e-003	0.00
tblFleetMix	UBUS	1.6070e-003	0.00
tblFleetMix	UBUS	1.6070e-003	0.00
tblLandUse	LandUseSquareFeet	6,090.00	6,091.00
tblLandUse	LandUseSquareFeet	2,258.80	4,404.00
tblLandUse	LotAcreage	0.97	4.07

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

tblSolidWaste	SolidWasteGenerationRate	2.16	15.38
tblVehicleTrips	CC_TL	8.40	2.00
tblVehicleTrips	CC_TL	8.40	2.00
tblVehicleTrips	CC_TL	8.40	2.00
tblVehicleTrips	DV_TP	21.00	61.00
tblVehicleTrips	DV_TP	21.00	46.00
tblVehicleTrips	DV_TP	27.00	61.00
tblVehicleTrips	PB_TP	65.00	25.00
tblVehicleTrips	PB_TP	50.00	25.00
tblVehicleTrips	PB_TP	59.00	25.00
tblVehicleTrips	ST_TR	204.47	291.67
tblVehicleTrips	ST_TR	722.03	616.12
tblVehicleTrips	ST_TR	168.56	204.17
tblVehicleTrips	SU_TR	166.88	291.67
tblVehicleTrips	SU_TR	542.72	472.58
tblVehicleTrips	SU_TR	168.56	204.17
tblVehicleTrips	WD_TR	542.60	230.52
tblVehicleTrips	WD_TR	496.12	470.95
tblVehicleTrips	WD_TR	168.56	161.36

2.0 Emissions Summary

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1747	42.4804	22.3231	0.0401	18.2675	2.1987	20.4662	9.9840	2.0228	12.0069	0.0000	3,888.5167	3,888.5167	1.1981	0.0000	3,918.4679
2021	6.6026	18.3691	17.6493	0.0318	0.3036	0.9617	1.2652	0.0818	0.9042	0.9860	0.0000	3,050.1920	3,050.1920	0.6391	0.0000	3,066.1683
Maximum	6.6026	42.4804	22.3231	0.0401	18.2675	2.1987	20.4662	9.9840	2.0228	12.0069	0.0000	3,888.5167	3,888.5167	1.1981	0.0000	3,918.4679

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1747	42.4804	22.3231	0.0401	7.1115	2.1987	9.3103	3.8519	2.0228	5.8747	0.0000	3,888.5167	3,888.5167	1.1981	0.0000	3,918.4679
2021	6.6026	18.3691	17.6493	0.0318	0.3036	0.9617	1.2652	0.0818	0.9042	0.9860	0.0000	3,050.1920	3,050.1920	0.6391	0.0000	3,066.1683
Maximum	6.6026	42.4804	22.3231	0.0401	7.1115	2.1987	9.3103	3.8519	2.0228	5.8747	0.0000	3,888.5167	3,888.5167	1.1981	0.0000	3,918.4679

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	60.07	0.00	51.34	60.92	0.00	47.20	0.00	0.00	0.00	0.00	0.00	0.00

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2670	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313
Energy	0.0500	0.4549	0.3821	2.7300e-003		0.0346	0.0346		0.0346	0.0346		545.8975	545.8975	0.0105	0.0100	549.1415
Mobile	14.0019	48.4592	62.4895	0.1523	7.7828	0.1123	7.8951	2.0770	0.1044	2.1813		15,512.6651	15,512.6651	1.3357		15,546.0567
Total	14.3189	48.9142	62.8853	0.1550	7.7828	0.1469	7.9297	2.0770	0.1390	2.2160		16,058.5920	16,058.5920	1.3462	0.0100	16,095.2295

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2670	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313
Energy	0.0500	0.4549	0.3821	2.7300e-003		0.0346	0.0346		0.0346	0.0346		545.8975	545.8975	0.0105	0.0100	549.1415
Mobile	14.0019	48.4592	62.4895	0.1523	7.7828	0.1123	7.8951	2.0770	0.1044	2.1813		15,512.6651	15,512.6651	1.3357		15,546.0567
Total	14.3189	48.9142	62.8853	0.1550	7.7828	0.1469	7.9297	2.0770	0.1390	2.2160		16,058.5920	16,058.5920	1.3462	0.0100	16,095.2295

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2020	7/7/2020	5	5	
2	Grading	Grading	7/8/2020	7/17/2020	5	8	
3	Building Construction	Building Construction	7/18/2020	6/4/2021	5	230	
4	Paving	Paving	6/5/2021	6/30/2021	5	18	
5	Architectural Coating	Architectural Coating	7/1/2021	7/26/2021	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 4.07

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 16,590; Non-Residential Outdoor: 5,530; Striped Parking Area: 2,592 (Architectural Coating – sqft)

OffRoad Equipment

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	22.00	9.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	4.0765	42.4173	21.5136	0.0380	18.0663	2.1974	20.2637	9.9307	2.0216	11.9523		3,685.1016	3,685.1016	1.1918		3,714.8975

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

3.2 Site Preparation - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.0982	0.0631	0.8095	2.0400e-003	0.2012	1.3200e-003	0.2025	0.0534	1.2100e-003	0.0546		203.4151	203.4151	6.2100e-003		203.5704
Total	0.0982	0.0631	0.8095	2.0400e-003	0.2012	1.3200e-003	0.2025	0.0534	1.2100e-003	0.0546		203.4151	203.4151	6.2100e-003		203.5704

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.9103	0.0000	6.9103	3.7985	0.0000	3.7985			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	4.0765	42.4173	21.5136	0.0380	6.9103	2.1974	9.1078	3.7985	2.0216	5.8201	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

3.2 Site Preparation - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.0982	0.0631	0.8095	2.0400e-003	0.2012	1.3200e-003	0.2025	0.0534	1.2100e-003	0.0546		203.4151	203.4151	6.2100e-003		203.5704
Total	0.0982	0.0631	0.8095	2.0400e-003	0.2012	1.3200e-003	0.2025	0.0534	1.2100e-003	0.0546		203.4151	203.4151	6.2100e-003		203.5704

3.3 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716		2,872.485 1	2,872.485 1	0.9290		2,895.710 6
Total	2.4288	26.3859	16.0530	0.0297	6.5523	1.2734	7.8258	3.3675	1.1716	4.5390		2,872.485 1	2,872.485 1	0.9290		2,895.710 6

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

3.3 Grading - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.0819	0.0525	0.6746	1.7000e-003	0.1677	1.1000e-003	0.1688	0.0445	1.0100e-003	0.0455		169.5126	169.5126	5.1700e-003		169.6420
Total	0.0819	0.0525	0.6746	1.7000e-003	0.1677	1.1000e-003	0.1688	0.0445	1.0100e-003	0.0455		169.5126	169.5126	5.1700e-003		169.6420

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5063	0.0000	2.5063	1.2881	0.0000	1.2881			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716	0.0000	2,872.485 1	2,872.485 1	0.9290		2,895.710 6
Total	2.4288	26.3859	16.0530	0.0297	2.5063	1.2734	3.7797	1.2881	1.1716	2.4596	0.0000	2,872.485 1	2,872.485 1	0.9290		2,895.710 6

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

3.3 Grading - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.0819	0.0525	0.6746	1.7000e-003	0.1677	1.1000e-003	0.1688	0.0445	1.0100e-003	0.0455		169.5126	169.5126	5.1700e-003		169.6420
Total	0.0819	0.0525	0.6746	1.7000e-003	0.1677	1.1000e-003	0.1688	0.0445	1.0100e-003	0.0455		169.5126	169.5126	5.1700e-003		169.6420

3.4 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

3.4 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0273	0.9498	0.1851	2.4400e-003	0.0576	4.3700e-003	0.0620	0.0166	4.1800e-003	0.0208		257.4913	257.4913	0.0167		257.9094
Worker	0.1201	0.0771	0.9894	2.5000e-003	0.2459	1.6100e-003	0.2475	0.0652	1.4800e-003	0.0667		248.6185	248.6185	7.5900e-003		248.8083
Total	0.1474	1.0268	1.1745	4.9400e-003	0.3036	5.9800e-003	0.3095	0.0818	5.6600e-003	0.0875		506.1098	506.1098	0.0243		506.7176

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

3.4 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0273	0.9498	0.1851	2.4400e-003	0.0576	4.3700e-003	0.0620	0.0166	4.1800e-003	0.0208		257.4913	257.4913	0.0167		257.9094
Worker	0.1201	0.0771	0.9894	2.5000e-003	0.2459	1.6100e-003	0.2475	0.0652	1.4800e-003	0.0667		248.6185	248.6185	7.5900e-003		248.8083
Total	0.1474	1.0268	1.1745	4.9400e-003	0.3036	5.9800e-003	0.3095	0.0818	5.6600e-003	0.0875		506.1098	506.1098	0.0243		506.7176

3.4 Building Construction - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

3.4 Building Construction - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0233	0.8679	0.1633	2.4300e-003	0.0576	1.4900e-003	0.0591	0.0166	1.4200e-003	0.0180		256.1304	256.1304	0.0162		256.5350
Worker	0.1118	0.0691	0.9108	2.4200e-003	0.2459	1.5700e-003	0.2475	0.0652	1.4500e-003	0.0667		240.6977	240.6977	6.8500e-003		240.8690
Total	0.1351	0.9370	1.0741	4.8500e-003	0.3036	3.0600e-003	0.3066	0.0818	2.8700e-003	0.0847		496.8281	496.8281	0.0230		497.4040

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

3.4 Building Construction - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0233	0.8679	0.1633	2.4300e-003	0.0576	1.4900e-003	0.0591	0.0166	1.4200e-003	0.0180		256.1304	256.1304	0.0162		256.5350
Worker	0.1118	0.0691	0.9108	2.4200e-003	0.2459	1.5700e-003	0.2475	0.0652	1.4500e-003	0.0667		240.6977	240.6977	6.8500e-003		240.8690
Total	0.1351	0.9370	1.0741	4.8500e-003	0.3036	3.0600e-003	0.3066	0.0818	2.8700e-003	0.0847		496.8281	496.8281	0.0230		497.4040

3.5 Paving - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342		1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.5924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.6864	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342		1,804.5523	1,804.5523	0.5670		1,818.7270

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

3.5 Paving - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.1016	0.0628	0.8280	2.2000e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		218.8161	218.8161	6.2300e-003		218.9718
Total	0.1016	0.0628	0.8280	2.2000e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		218.8161	218.8161	6.2300e-003		218.9718

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342	0.0000	1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.5924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.6864	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342	0.0000	1,804.5523	1,804.5523	0.5670		1,818.7270

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

3.5 Paving - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.1016	0.0628	0.8280	2.2000e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		218.8161	218.8161	6.2300e-003		218.9718
Total	0.1016	0.0628	0.8280	2.2000e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		218.8161	218.8161	6.2300e-003		218.9718

3.6 Architectural Coating - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.3633					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	6.5822	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

3.6 Architectural Coating - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.0203	0.0126	0.1656	4.4000e-004	0.0447	2.9000e-004	0.0450	0.0119	2.6000e-004	0.0121		43.7632	43.7632	1.2500e-003		43.7944
Total	0.0203	0.0126	0.1656	4.4000e-004	0.0447	2.9000e-004	0.0450	0.0119	2.6000e-004	0.0121		43.7632	43.7632	1.2500e-003		43.7944

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.3633					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	6.5822	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

3.6 Architectural Coating - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.0203	0.0126	0.1656	4.4000e-004	0.0447	2.9000e-004	0.0450	0.0119	2.6000e-004	0.0121		43.7632	43.7632	1.2500e-003		43.7944
Total	0.0203	0.0126	0.1656	4.4000e-004	0.0447	2.9000e-004	0.0450	0.0119	2.6000e-004	0.0121		43.7632	43.7632	1.2500e-003		43.7944

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

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	14.0019	48.4592	62.4895	0.1523	7.7828	0.1123	7.8951	2.0770	0.1044	2.1813		15,512.6651	15,512.6651	1.3357		15,546.0567
Unmitigated	14.0019	48.4592	62.4895	0.1523	7.7828	0.1123	7.8951	2.0770	0.1044	2.1813		15,512.6651	15,512.6651	1.3357		15,546.0567

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	3,688.32	4,666.72	4666.72	1,323,676	1,323,676
Fast Food Restaurant with Drive Thru	2,868.09	3,752.17	2878.01	1,463,567	1,463,567
Gasoline/Service Station	645.44	816.68	816.68	244,592	244,592
Parking Lot	0.00	0.00	0.00		
Total	7,201.85	9,235.57	8,361.41	3,031,835	3,031,835

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	16.60	2.00	6.90	0.80	80.20	19.00	14	61	25
Fast Food Restaurant with Drive	16.60	2.00	6.90	2.20	78.80	19.00	29	46	25
Gasoline/Service Station	16.60	2.00	6.90	2.00	79.00	19.00	14	61	25
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.607000	0.044000	0.200000	0.142000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.007000	0.000000	0.000000
Fast Food Restaurant with Drive Thru	0.607000	0.044000	0.200000	0.142000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.007000	0.000000	0.000000
Gasoline/Service Station	0.000000	0.000000	0.000000	0.000000	0.242000	0.070000	0.313000	0.375000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.549952	0.037123	0.179649	0.119457	0.017229	0.005267	0.017877	0.062669	0.001348	0.001607	0.006000	0.000812	0.001010

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0500	0.4549	0.3821	2.7300e-003		0.0346	0.0346		0.0346	0.0346		545.8975	545.8975	0.0105	0.0100	549.1415
NaturalGas Unmitigated	0.0500	0.4549	0.3821	2.7300e-003		0.0346	0.0346		0.0346	0.0346		545.8975	545.8975	0.0105	0.0100	549.1415

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	26.786	2.9000e-004	2.6300e-003	2.2100e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		3.1513	3.1513	6.0000e-005	6.0000e-005	3.1700
Fast Food Restaurant with Drive Thru	4563.08	0.0492	0.4474	0.3758	2.6800e-003		0.0340	0.0340		0.0340	0.0340		536.8326	536.8326	0.0103	9.8400e-003	540.0227
Gasoline/Service Station	50.266	5.4000e-004	4.9300e-003	4.1400e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.9137	5.9137	1.1000e-004	1.1000e-004	5.9488
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
Total		0.0500	0.4549	0.3821	2.7300e-003		0.0346	0.0346		0.0346	0.0346		545.8975	545.8975	0.0105	0.0100	549.1415

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	0.026786	2.9000e-004	2.6300e-003	2.2100e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		3.1513	3.1513	6.0000e-005	6.0000e-005	3.1700
Fast Food Restaurant with Drive Thru	4.56308	0.0492	0.4474	0.3758	2.6800e-003		0.0340	0.0340		0.0340	0.0340		536.8326	536.8326	0.0103	9.8400e-003	540.0227
Gasoline/Service Station	0.050266	5.4000e-004	4.9300e-003	4.1400e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.9137	5.9137	1.1000e-004	1.1000e-004	5.9488
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
Total		0.0500	0.4549	0.3821	2.7300e-003		0.0346	0.0346		0.0346	0.0346		545.8975	545.8975	0.0105	0.0100	549.1415

6.0 Area Detail**6.1 Mitigation Measures Area**

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2670	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313
Unmitigated	0.2670	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2800e-003	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313
Total	0.2669	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2800e-003	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313
Total	0.2669	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Summer

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

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

Equipment Type	Number
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11.0 Vegetation

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

Rialto Center and Gas Station AQ & GHG Analysis

San Bernardino-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	108.00	Space	4.07	43,200.00	0
Fast Food Restaurant with Drive Thru	6.09	1000sqft	0.14	6,091.00	0
Convenience Market With Gas Pumps	16.00	Pump	0.05	4,404.00	0
Gasoline/Service Station	4.00	Pump	0.01	564.70	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	32
Climate Zone	10			Operational Year	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

Project Characteristics -

Land Use - As per the site-plan.

Construction Phase - The site is currently vacant. No demolition required.

Vehicle Trips - Trip Generation Rates are based on 2017 ITE Trip Generation Manual (10th Edition). Trip rates have been adjusted per the Rialto Center and Gas Station TIA, 2019 by RK Engineering Group, Inc.

Water And Wastewater -

Solid Waste - Waste generated by a 4,406 square foot convenience market was calculated separately and 13.22 tons of annual waste generation was added to the gasoline service station use.

Construction Off-road Equipment Mitigation - Project will be required to comply with SCAQMD Rule 403 regarding fugitive dust control.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFleetMix	HHD	0.06	0.00
tblFleetMix	HHD	0.06	0.00
tblFleetMix	HHD	0.06	0.38
tblFleetMix	LDA	0.55	0.61
tblFleetMix	LDA	0.55	0.61
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.18	0.20
tblFleetMix	LDT2	0.18	0.20
tblFleetMix	LDT2	0.18	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.24

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tblFleetMix	LHD2	5.2670e-003	0.00
tblFleetMix	LHD2	5.2670e-003	0.00
tblFleetMix	LHD2	5.2670e-003	0.07
tblFleetMix	MCY	6.0000e-003	7.0000e-003
tblFleetMix	MCY	6.0000e-003	7.0000e-003
tblFleetMix	MCY	6.0000e-003	0.00
tblFleetMix	MDV	0.12	0.14
tblFleetMix	MDV	0.12	0.14
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	1.0100e-003	0.00
tblFleetMix	MH	1.0100e-003	0.00
tblFleetMix	MH	1.0100e-003	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.31
tblFleetMix	OBUS	1.3480e-003	0.00
tblFleetMix	OBUS	1.3480e-003	0.00
tblFleetMix	OBUS	1.3480e-003	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	UBUS	1.6070e-003	0.00
tblFleetMix	UBUS	1.6070e-003	0.00
tblFleetMix	UBUS	1.6070e-003	0.00
tblLandUse	LandUseSquareFeet	6,090.00	6,091.00
tblLandUse	LandUseSquareFeet	2,258.80	4,404.00
tblLandUse	LotAcreage	0.97	4.07

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

tblSolidWaste	SolidWasteGenerationRate	2.16	15.38
tblVehicleTrips	CC_TL	8.40	2.00
tblVehicleTrips	CC_TL	8.40	2.00
tblVehicleTrips	CC_TL	8.40	2.00
tblVehicleTrips	DV_TP	21.00	61.00
tblVehicleTrips	DV_TP	21.00	46.00
tblVehicleTrips	DV_TP	27.00	61.00
tblVehicleTrips	PB_TP	65.00	25.00
tblVehicleTrips	PB_TP	50.00	25.00
tblVehicleTrips	PB_TP	59.00	25.00
tblVehicleTrips	ST_TR	204.47	291.67
tblVehicleTrips	ST_TR	722.03	616.12
tblVehicleTrips	ST_TR	168.56	204.17
tblVehicleTrips	SU_TR	166.88	291.67
tblVehicleTrips	SU_TR	542.72	472.58
tblVehicleTrips	SU_TR	168.56	204.17
tblVehicleTrips	WD_TR	542.60	230.52
tblVehicleTrips	WD_TR	496.12	470.95
tblVehicleTrips	WD_TR	168.56	161.36

2.0 Emissions Summary

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1748	42.4837	22.1789	0.0398	18.2675	2.1987	20.4662	9.9840	2.0228	12.0069	0.0000	3,867.576 5	3,867.576 5	1.1973	0.0000	3,897.508 6
2021	6.6026	18.3635	17.5133	0.0314	0.3036	0.9617	1.2653	0.0818	0.9042	0.9860	0.0000	3,015.475 0	3,015.475 0	0.6400	0.0000	3,031.474 2
Maximum	6.6026	42.4837	22.1789	0.0398	18.2675	2.1987	20.4662	9.9840	2.0228	12.0069	0.0000	3,867.576 5	3,867.576 5	1.1973	0.0000	3,897.508 6

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1748	42.4837	22.1789	0.0398	7.1115	2.1987	9.3103	3.8519	2.0228	5.8747	0.0000	3,867.576 5	3,867.576 5	1.1973	0.0000	3,897.508 6
2021	6.6026	18.3635	17.5133	0.0314	0.3036	0.9617	1.2653	0.0818	0.9042	0.9860	0.0000	3,015.475 0	3,015.475 0	0.6400	0.0000	3,031.474 2
Maximum	6.6026	42.4837	22.1789	0.0398	7.1115	2.1987	9.3103	3.8519	2.0228	5.8747	0.0000	3,867.576 5	3,867.576 5	1.1973	0.0000	3,897.508 6

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	60.07	0.00	51.34	60.92	0.00	47.20	0.00	0.00	0.00	0.00	0.00	0.00

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2670	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313
Energy	0.0500	0.4549	0.3821	2.7300e-003		0.0346	0.0346		0.0346	0.0346		545.8975	545.8975	0.0105	0.0100	549.1415
Mobile	11.6549	47.4397	65.0339	0.1386	7.7828	0.1151	7.8979	2.0770	0.1071	2.1840		14,097.0428	14,097.0428	1.4632		14,133.6217
Total	11.9718	47.8948	65.4297	0.1413	7.7828	0.1497	7.9325	2.0770	0.1417	2.2187		14,642.9697	14,642.9697	1.4737	0.0100	14,682.7945

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2670	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313
Energy	0.0500	0.4549	0.3821	2.7300e-003		0.0346	0.0346		0.0346	0.0346		545.8975	545.8975	0.0105	0.0100	549.1415
Mobile	11.6549	47.4397	65.0339	0.1386	7.7828	0.1151	7.8979	2.0770	0.1071	2.1840		14,097.0428	14,097.0428	1.4632		14,133.6217
Total	11.9718	47.8948	65.4297	0.1413	7.7828	0.1497	7.9325	2.0770	0.1417	2.2187		14,642.9697	14,642.9697	1.4737	0.0100	14,682.7945

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

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

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2020	7/7/2020	5	5	
2	Grading	Grading	7/8/2020	7/17/2020	5	8	
3	Building Construction	Building Construction	7/18/2020	6/4/2021	5	230	
4	Paving	Paving	6/5/2021	6/30/2021	5	18	
5	Architectural Coating	Architectural Coating	7/1/2021	7/26/2021	5	18	

Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 4****Acres of Paving: 4.07****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 16,590; Non-Residential Outdoor: 5,530; Striped Parking Area: 2,592 (Architectural Coating – sqft)****OffRoad Equipment**

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	22.00	9.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	4.0765	42.4173	21.5136	0.0380	18.0663	2.1974	20.2637	9.9307	2.0216	11.9523		3,685.1016	3,685.1016	1.1918		3,714.8975

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

3.2 Site Preparation - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.0983	0.0663	0.6653	1.8300e-003	0.2012	1.3200e-003	0.2025	0.0534	1.2100e-003	0.0546		182.4750	182.4750	5.4500e-003		182.6112
Total	0.0983	0.0663	0.6653	1.8300e-003	0.2012	1.3200e-003	0.2025	0.0534	1.2100e-003	0.0546		182.4750	182.4750	5.4500e-003		182.6112

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.9103	0.0000	6.9103	3.7985	0.0000	3.7985			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	4.0765	42.4173	21.5136	0.0380	6.9103	2.1974	9.1078	3.7985	2.0216	5.8201	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

3.2 Site Preparation - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.0983	0.0663	0.6653	1.8300e-003	0.2012	1.3200e-003	0.2025	0.0534	1.2100e-003	0.0546		182.4750	182.4750	5.4500e-003		182.6112
Total	0.0983	0.0663	0.6653	1.8300e-003	0.2012	1.3200e-003	0.2025	0.0534	1.2100e-003	0.0546		182.4750	182.4750	5.4500e-003		182.6112

3.3 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716		2,872.4851	2,872.4851	0.9290		2,895.7106
Total	2.4288	26.3859	16.0530	0.0297	6.5523	1.2734	7.8258	3.3675	1.1716	4.5390		2,872.4851	2,872.4851	0.9290		2,895.7106

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

3.3 Grading - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.0819	0.0553	0.5544	1.5300e-003	0.1677	1.1000e-003	0.1688	0.0445	1.0100e-003	0.0455		152.0625	152.0625	4.5400e-003		152.1760
Total	0.0819	0.0553	0.5544	1.5300e-003	0.1677	1.1000e-003	0.1688	0.0445	1.0100e-003	0.0455		152.0625	152.0625	4.5400e-003		152.1760

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5063	0.0000	2.5063	1.2881	0.0000	1.2881			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716	0.0000	2,872.485 1	2,872.485 1	0.9290		2,895.710 6
Total	2.4288	26.3859	16.0530	0.0297	2.5063	1.2734	3.7797	1.2881	1.1716	2.4596	0.0000	2,872.485 1	2,872.485 1	0.9290		2,895.710 6

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

3.3 Grading - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.0819	0.0553	0.5544	1.5300e-003	0.1677	1.1000e-003	0.1688	0.0445	1.0100e-003	0.0455		152.0625	152.0625	4.5400e-003		152.1760
Total	0.0819	0.0553	0.5544	1.5300e-003	0.1677	1.1000e-003	0.1688	0.0445	1.0100e-003	0.0455		152.0625	152.0625	4.5400e-003		152.1760

3.4 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

3.4 Building Construction - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0288	0.9421	0.2145	2.3500e-003	0.0576	4.4300e-003	0.0621	0.0166	4.2300e-003	0.0208		247.5001	247.5001	0.0185		247.9624
Worker	0.1201	0.0811	0.8132	2.2400e-003	0.2459	1.6100e-003	0.2475	0.0652	1.4800e-003	0.0667		223.0250	223.0250	6.6600e-003		223.1914
Total	0.1490	1.0232	1.0277	4.5900e-003	0.3036	6.0400e-003	0.3096	0.0818	5.7100e-003	0.0875		470.5251	470.5251	0.0252		471.1538

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

3.4 Building Construction - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0288	0.9421	0.2145	2.3500e-003	0.0576	4.4300e-003	0.0621	0.0166	4.2300e-003	0.0208		247.5001	247.5001	0.0185		247.9624
Worker	0.1201	0.0811	0.8132	2.2400e-003	0.2459	1.6100e-003	0.2475	0.0652	1.4800e-003	0.0667		223.0250	223.0250	6.6600e-003		223.1914
Total	0.1490	1.0232	1.0277	4.5900e-003	0.3036	6.0400e-003	0.3096	0.0818	5.7100e-003	0.0875		470.5251	470.5251	0.0252		471.1538

3.4 Building Construction - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

3.4 Building Construction - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0247	0.8587	0.1910	2.3300e-003	0.0576	1.5300e-003	0.0592	0.0166	1.4600e-003	0.0181		246.1816	246.1816	0.0179		246.6301
Worker	0.1120	0.0727	0.7470	2.1700e-003	0.2459	1.5700e-003	0.2475	0.0652	1.4500e-003	0.0667		215.9295	215.9295	6.0100e-003		216.0798
Total	0.1367	0.9314	0.9381	4.5000e-003	0.3036	3.1000e-003	0.3067	0.0818	2.9100e-003	0.0847		462.1111	462.1111	0.0240		462.7099

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

3.4 Building Construction - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0247	0.8587	0.1910	2.3300e-003	0.0576	1.5300e-003	0.0592	0.0166	1.4600e-003	0.0181		246.1816	246.1816	0.0179		246.6301
Worker	0.1120	0.0727	0.7470	2.1700e-003	0.2459	1.5700e-003	0.2475	0.0652	1.4500e-003	0.0667		215.9295	215.9295	6.0100e-003		216.0798
Total	0.1367	0.9314	0.9381	4.5000e-003	0.3036	3.1000e-003	0.3067	0.0818	2.9100e-003	0.0847		462.1111	462.1111	0.0240		462.7099

3.5 Paving - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342		1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.5924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.6864	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342		1,804.5523	1,804.5523	0.5670		1,818.7270

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

3.5 Paving - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.1018	0.0661	0.6791	1.9700e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		196.2995	196.2995	5.4600e-003		196.4361
Total	0.1018	0.0661	0.6791	1.9700e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		196.2995	196.2995	5.4600e-003		196.4361

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0940	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342	0.0000	1,804.5523	1,804.5523	0.5670		1,818.7270
Paving	0.5924					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.6864	10.8399	12.2603	0.0189		0.5788	0.5788		0.5342	0.5342	0.0000	1,804.5523	1,804.5523	0.5670		1,818.7270

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

3.5 Paving - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.1018	0.0661	0.6791	1.9700e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		196.2995	196.2995	5.4600e-003		196.4361
Total	0.1018	0.0661	0.6791	1.9700e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		196.2995	196.2995	5.4600e-003		196.4361

3.6 Architectural Coating - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.3633					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	6.5822	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

3.6 Architectural Coating - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.0204	0.0132	0.1358	3.9000e-004	0.0447	2.9000e-004	0.0450	0.0119	2.6000e-004	0.0121		39.2599	39.2599	1.0900e-003		39.2872
Total	0.0204	0.0132	0.1358	3.9000e-004	0.0447	2.9000e-004	0.0450	0.0119	2.6000e-004	0.0121		39.2599	39.2599	1.0900e-003		39.2872

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	6.3633					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	6.5822	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

3.6 Architectural Coating - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
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
Worker	0.0204	0.0132	0.1358	3.9000e-004	0.0447	2.9000e-004	0.0450	0.0119	2.6000e-004	0.0121		39.2599	39.2599	1.0900e-003		39.2872
Total	0.0204	0.0132	0.1358	3.9000e-004	0.0447	2.9000e-004	0.0450	0.0119	2.6000e-004	0.0121		39.2599	39.2599	1.0900e-003		39.2872

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

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	11.6549	47.4397	65.0339	0.1386	7.7828	0.1151	7.8979	2.0770	0.1071	2.1840		14,097.04 28	14,097.04 28	1.4632		14,133.62 17
Unmitigated	11.6549	47.4397	65.0339	0.1386	7.7828	0.1151	7.8979	2.0770	0.1071	2.1840		14,097.04 28	14,097.04 28	1.4632		14,133.62 17

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	3,688.32	4,666.72	4666.72	1,323,676	1,323,676
Fast Food Restaurant with Drive Thru	2,868.09	3,752.17	2878.01	1,463,567	1,463,567
Gasoline/Service Station	645.44	816.68	816.68	244,592	244,592
Parking Lot	0.00	0.00	0.00		
Total	7,201.85	9,235.57	8,361.41	3,031,835	3,031,835

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	16.60	2.00	6.90	0.80	80.20	19.00	14	61	25
Fast Food Restaurant with Drive	16.60	2.00	6.90	2.20	78.80	19.00	29	46	25
Gasoline/Service Station	16.60	2.00	6.90	2.00	79.00	19.00	14	61	25
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.607000	0.044000	0.200000	0.142000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.007000	0.000000	0.000000
Fast Food Restaurant with Drive Thru	0.607000	0.044000	0.200000	0.142000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.007000	0.000000	0.000000
Gasoline/Service Station	0.000000	0.000000	0.000000	0.000000	0.242000	0.070000	0.313000	0.375000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.549952	0.037123	0.179649	0.119457	0.017229	0.005267	0.017877	0.062669	0.001348	0.001607	0.006000	0.000812	0.001010

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0500	0.4549	0.3821	2.7300e-003		0.0346	0.0346		0.0346	0.0346		545.8975	545.8975	0.0105	0.0100	549.1415
NaturalGas Unmitigated	0.0500	0.4549	0.3821	2.7300e-003		0.0346	0.0346		0.0346	0.0346		545.8975	545.8975	0.0105	0.0100	549.1415

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	26.786	2.9000e-004	2.6300e-003	2.2100e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		3.1513	3.1513	6.0000e-005	6.0000e-005	3.1700
Fast Food Restaurant with Drive Thru	4563.08	0.0492	0.4474	0.3758	2.6800e-003		0.0340	0.0340		0.0340	0.0340		536.8326	536.8326	0.0103	9.8400e-003	540.0227
Gasoline/Service Station	50.266	5.4000e-004	4.9300e-003	4.1400e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.9137	5.9137	1.1000e-004	1.1000e-004	5.9488
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
Total		0.0500	0.4549	0.3821	2.7300e-003		0.0346	0.0346		0.0346	0.0346		545.8975	545.8975	0.0105	0.0100	549.1415

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market With Gas Pumps	0.026786	2.9000e-004	2.6300e-003	2.2100e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		3.1513	3.1513	6.0000e-005	6.0000e-005	3.1700
Fast Food Restaurant with Drive Thru	4.56308	0.0492	0.4474	0.3758	2.6800e-003		0.0340	0.0340		0.0340	0.0340		536.8326	536.8326	0.0103	9.8400e-003	540.0227
Gasoline/Service Station	0.050266	5.4000e-004	4.9300e-003	4.1400e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004		5.9137	5.9137	1.1000e-004	1.1000e-004	5.9488
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
Total		0.0500	0.4549	0.3821	2.7300e-003		0.0346	0.0346		0.0346	0.0346		545.8975	545.8975	0.0105	0.0100	549.1415

6.0 Area Detail**6.1 Mitigation Measures Area**

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2670	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313
Unmitigated	0.2670	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2800e-003	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313
Total	0.2669	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0314					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2343					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2800e-003	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313
Total	0.2669	1.3000e-004	0.0137	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0294	0.0294	8.0000e-005		0.0313

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Winter

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

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

Equipment Type	Number
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11.0 Vegetation

Appendix B

Annual Emission Calculations Output
(CalEEMod)

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Annual

Rialto Center and Gas Station AQ & GHG Analysis

San Bernardino-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	108.00	Space	4.07	43,200.00	0
Fast Food Restaurant with Drive Thru	6.09	1000sqft	0.14	6,091.00	0
Convenience Market With Gas Pumps	16.00	Pump	0.05	4,404.00	0
Gasoline/Service Station	4.00	Pump	0.01	564.70	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	32
Climate Zone	10			Operational Year	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Annual

Project Characteristics -

Land Use - As per the site-plan.

Construction Phase - The site is currently vacant. No demolition required.

Vehicle Trips - Trip Generation Rates are based on 2017 ITE Trip Generation Manual (10th Edition). Trip rates have been adjusted per the Rialto Center and Gas Station TIA, 2019 by RK Engineering Group, Inc.

Water And Wastewater -

Solid Waste - Waste generated by a 4,406 square foot convenience market was calculated separately and 13.22 tons of annual waste generation was added to the gasoline service station use.

Construction Off-road Equipment Mitigation - Project will be required to comply with SCAQMD Rule 403 regarding fugitive dust control.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFleetMix	HHD	0.06	0.00
tblFleetMix	HHD	0.06	0.00
tblFleetMix	HHD	0.06	0.38
tblFleetMix	LDA	0.55	0.61
tblFleetMix	LDA	0.55	0.61
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.04
tblFleetMix	LDT1	0.04	0.00
tblFleetMix	LDT2	0.18	0.20
tblFleetMix	LDT2	0.18	0.20
tblFleetMix	LDT2	0.18	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.24

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Annual

tblFleetMix	LHD2	5.2670e-003	0.00
tblFleetMix	LHD2	5.2670e-003	0.00
tblFleetMix	LHD2	5.2670e-003	0.07
tblFleetMix	MCY	6.0000e-003	7.0000e-003
tblFleetMix	MCY	6.0000e-003	7.0000e-003
tblFleetMix	MCY	6.0000e-003	0.00
tblFleetMix	MDV	0.12	0.14
tblFleetMix	MDV	0.12	0.14
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	1.0100e-003	0.00
tblFleetMix	MH	1.0100e-003	0.00
tblFleetMix	MH	1.0100e-003	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	MHD	0.02	0.31
tblFleetMix	OBUS	1.3480e-003	0.00
tblFleetMix	OBUS	1.3480e-003	0.00
tblFleetMix	OBUS	1.3480e-003	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	SBUS	8.1200e-004	0.00
tblFleetMix	UBUS	1.6070e-003	0.00
tblFleetMix	UBUS	1.6070e-003	0.00
tblFleetMix	UBUS	1.6070e-003	0.00
tblLandUse	LandUseSquareFeet	6,090.00	6,091.00
tblLandUse	LandUseSquareFeet	2,258.80	4,404.00
tblLandUse	LotAcreage	0.97	4.07

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Annual

tblSolidWaste	SolidWasteGenerationRate	2.16	15.38
tblVehicleTrips	CC_TL	8.40	2.00
tblVehicleTrips	CC_TL	8.40	2.00
tblVehicleTrips	CC_TL	8.40	2.00
tblVehicleTrips	DV_TP	21.00	61.00
tblVehicleTrips	DV_TP	21.00	46.00
tblVehicleTrips	DV_TP	27.00	61.00
tblVehicleTrips	PB_TP	65.00	25.00
tblVehicleTrips	PB_TP	50.00	25.00
tblVehicleTrips	PB_TP	59.00	25.00
tblVehicleTrips	ST_TR	204.47	291.67
tblVehicleTrips	ST_TR	722.03	616.12
tblVehicleTrips	ST_TR	168.56	204.17
tblVehicleTrips	SU_TR	166.88	291.67
tblVehicleTrips	SU_TR	542.72	472.58
tblVehicleTrips	SU_TR	168.56	204.17
tblVehicleTrips	WD_TR	542.60	230.52
tblVehicleTrips	WD_TR	496.12	470.95
tblVehicleTrips	WD_TR	168.56	161.36

2.0 Emissions Summary

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Annual

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					
2020	0.1547	1.4158	1.1873	2.1000e-003	0.0903	0.0774	0.1677	0.0434	0.0726	0.1160	0.0000	183.5504	183.5504	0.0410	0.0000	184.5764
2021	0.1879	1.1324	1.1077	1.9700e-003	0.0189	0.0595	0.0784	5.0900e-003	0.0559	0.0609	0.0000	171.3509	171.3509	0.0370	0.0000	172.2765
Maximum	0.1879	1.4158	1.1873	2.1000e-003	0.0903	0.0774	0.1677	0.0434	0.0726	0.1160	0.0000	183.5504	183.5504	0.0410	0.0000	184.5764

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					
2020	0.1547	1.4158	1.1873	2.1000e-003	0.0462	0.0774	0.1236	0.0197	0.0726	0.0923	0.0000	183.5502	183.5502	0.0410	0.0000	184.5762
2021	0.1879	1.1324	1.1077	1.9700e-003	0.0189	0.0595	0.0784	5.0900e-003	0.0559	0.0609	0.0000	171.3507	171.3507	0.0370	0.0000	172.2763
Maximum	0.1879	1.4158	1.1873	2.1000e-003	0.0462	0.0774	0.1236	0.0197	0.0726	0.0923	0.0000	183.5502	183.5502	0.0410	0.0000	184.5762

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	40.38	0.00	17.91	48.78	0.00	13.37	0.00	0.00	0.00	0.00	0.00	0.00

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2020	9-30-2020	0.8222	0.8222
2	10-1-2020	12-31-2020	0.7386	0.7386
3	1-1-2021	3-31-2021	0.6558	0.6558
4	4-1-2021	6-30-2021	0.5915	0.5915
5	7-1-2021	9-30-2021	0.0756	0.0756
		Highest	0.8222	0.8222

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	0.0486	2.0000e-005	1.7200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3300e-003	3.3300e-003	1.0000e-005	0.0000	3.5500e-003
Energy	9.1300e-003	0.0830	0.0697	5.0000e-004		6.3100e-003	6.3100e-003		6.3100e-003	6.3100e-003	0.0000	206.8913	206.8913	6.5400e-003	2.6500e-003	207.8452
Mobile	1.6856	7.4759	9.9221	0.0218	1.1463	0.0172	1.1635	0.3065	0.0160	0.3224	0.0000	2,016.039 2	2,016.039 2	0.1953	0.0000	2,020.920 4
Waste						0.0000	0.0000		0.0000	0.0000	17.3618	0.0000	17.3618	1.0261	0.0000	43.0132
Water						0.0000	0.0000		0.0000	0.0000	0.6564	9.4796	10.1360	0.0678	1.6700e-003	12.3297
Total	1.7433	7.5589	9.9935	0.0223	1.1463	0.0235	1.1698	0.3065	0.0223	0.3287	18.0182	2,232.413 4	2,250.431 6	1.2957	4.3200e-003	2,284.112 0

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Annual

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	0.0486	2.0000e-005	1.7200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3300e-003	3.3300e-003	1.0000e-005	0.0000	3.5500e-003
Energy	9.1300e-003	0.0830	0.0697	5.0000e-004		6.3100e-003	6.3100e-003		6.3100e-003	6.3100e-003	0.0000	206.8913	206.8913	6.5400e-003	2.6500e-003	207.8452
Mobile	1.6856	7.4759	9.9221	0.0218	1.1463	0.0172	1.1635	0.3065	0.0160	0.3224	0.0000	2,016.0392	2,016.0392	0.1953	0.0000	2,020.9204
Waste						0.0000	0.0000		0.0000	0.0000	17.3618	0.0000	17.3618	1.0261	0.0000	43.0132
Water						0.0000	0.0000		0.0000	0.0000	0.6564	9.4796	10.1360	0.0678	1.6700e-003	12.3297
Total	1.7433	7.5589	9.9935	0.0223	1.1463	0.0235	1.1698	0.3065	0.0223	0.3287	18.0182	2,232.4134	2,250.4316	1.2957	4.3200e-003	2,284.1120

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

3.0 Construction Detail**Construction Phase**

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2020	7/7/2020	5	5	
2	Grading	Grading	7/8/2020	7/17/2020	5	8	
3	Building Construction	Building Construction	7/18/2020	6/4/2021	5	230	
4	Paving	Paving	6/5/2021	6/30/2021	5	18	
5	Architectural Coating	Architectural Coating	7/1/2021	7/26/2021	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 4.07

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 16,590; Non-Residential Outdoor: 5,530; Striped Parking Area: 2,592 (Architectural Coating – sqft)

OffRoad Equipment

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	22.00	9.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Annual

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2020**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					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.1060	0.0538	1.0000e-004		5.4900e-003	5.4900e-003		5.0500e-003	5.0500e-003	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4253
Total	0.0102	0.1060	0.0538	1.0000e-004	0.0452	5.4900e-003	0.0507	0.0248	5.0500e-003	0.0299	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4253

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Annual

3.2 Site Preparation - 2020**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.7000e-004	1.7500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4229	0.4229	1.0000e-005	0.0000	0.4232
Total	2.2000e-004	1.7000e-004	1.7500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4229	0.4229	1.0000e-005	0.0000	0.4232

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					0.0173	0.0000	0.0173	9.5000e-003	0.0000	9.5000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.1060	0.0538	1.0000e-004		5.4900e-003	5.4900e-003		5.0500e-003	5.0500e-003	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4252
Total	0.0102	0.1060	0.0538	1.0000e-004	0.0173	5.4900e-003	0.0228	9.5000e-003	5.0500e-003	0.0146	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4252

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Annual

3.2 Site Preparation - 2020**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.7000e-004	1.7500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4229	0.4229	1.0000e-005	0.0000	0.4232
Total	2.2000e-004	1.7000e-004	1.7500e-003	0.0000	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4229	0.4229	1.0000e-005	0.0000	0.4232

3.3 Grading - 2020**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					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7200e-003	0.1055	0.0642	1.2000e-004		5.0900e-003	5.0900e-003		4.6900e-003	4.6900e-003	0.0000	10.4235	10.4235	3.3700e-003	0.0000	10.5078
Total	9.7200e-003	0.1055	0.0642	1.2000e-004	0.0262	5.0900e-003	0.0313	0.0135	4.6900e-003	0.0182	0.0000	10.4235	10.4235	3.3700e-003	0.0000	10.5078

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Annual

3.3 Grading - 2020**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	3.0000e-004	2.3000e-004	2.3300e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5639	0.5639	2.0000e-005	0.0000	0.5643
Total	3.0000e-004	2.3000e-004	2.3300e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5639	0.5639	2.0000e-005	0.0000	0.5643

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					0.0100	0.0000	0.0100	5.1500e-003	0.0000	5.1500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7200e-003	0.1055	0.0642	1.2000e-004		5.0900e-003	5.0900e-003		4.6900e-003	4.6900e-003	0.0000	10.4235	10.4235	3.3700e-003	0.0000	10.5078
Total	9.7200e-003	0.1055	0.0642	1.2000e-004	0.0100	5.0900e-003	0.0151	5.1500e-003	4.6900e-003	9.8400e-003	0.0000	10.4235	10.4235	3.3700e-003	0.0000	10.5078

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3.3 Grading - 2020**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	3.0000e-004	2.3000e-004	2.3300e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5639	0.5639	2.0000e-005	0.0000	0.5643
Total	3.0000e-004	2.3000e-004	2.3300e-003	1.0000e-005	6.6000e-004	0.0000	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5639	0.5639	2.0000e-005	0.0000	0.5643

3.4 Building Construction - 2020**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	0.1261	1.1416	1.0025	1.6000e-003		0.0665	0.0665		0.0625	0.0625	0.0000	137.8079	137.8079	0.0336	0.0000	138.6485
Total	0.1261	1.1416	1.0025	1.6000e-003		0.0665	0.0665		0.0625	0.0625	0.0000	137.8079	137.8079	0.0336	0.0000	138.6485

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3.4 Building Construction - 2020**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	1.6600e-003	0.0572	0.0120	1.4000e-004	3.3800e-003	2.6000e-004	3.6400e-003	9.7000e-004	2.5000e-004	1.2200e-003	0.0000	13.6722	13.6722	9.5000e-004	0.0000	13.6959
Worker	6.4700e-003	5.0800e-003	0.0508	1.4000e-004	0.0144	1.0000e-004	0.0145	3.8100e-003	9.0000e-005	3.9000e-003	0.0000	12.3022	12.3022	3.7000e-004	0.0000	12.3115
Total	8.1300e-003	0.0623	0.0627	2.8000e-004	0.0177	3.6000e-004	0.0181	4.7800e-003	3.4000e-004	5.1200e-003	0.0000	25.9745	25.9745	1.3200e-003	0.0000	26.0074

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	0.1261	1.1416	1.0025	1.6000e-003		0.0665	0.0665		0.0625	0.0625	0.0000	137.8078	137.8078	0.0336	0.0000	138.6483
Total	0.1261	1.1416	1.0025	1.6000e-003		0.0665	0.0665		0.0625	0.0625	0.0000	137.8078	137.8078	0.0336	0.0000	138.6483

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3.4 Building Construction - 2020**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	1.6600e-003	0.0572	0.0120	1.4000e-004	3.3800e-003	2.6000e-004	3.6400e-003	9.7000e-004	2.5000e-004	1.2200e-003	0.0000	13.6722	13.6722	9.5000e-004	0.0000	13.6959
Worker	6.4700e-003	5.0800e-003	0.0508	1.4000e-004	0.0144	1.0000e-004	0.0145	3.8100e-003	9.0000e-005	3.9000e-003	0.0000	12.3022	12.3022	3.7000e-004	0.0000	12.3115
Total	8.1300e-003	0.0623	0.0627	2.8000e-004	0.0177	3.6000e-004	0.0181	4.7800e-003	3.4000e-004	5.1200e-003	0.0000	25.9745	25.9745	1.3200e-003	0.0000	26.0074

3.4 Building Construction - 2021**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	0.1055	0.9675	0.9199	1.4900e-003		0.0532	0.0532		0.0500	0.0500	0.0000	128.5587	128.5587	0.0310	0.0000	129.3341
Total	0.1055	0.9675	0.9199	1.4900e-003		0.0532	0.0532		0.0500	0.0500	0.0000	128.5587	128.5587	0.0310	0.0000	129.3341

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3.4 Building Construction - 2021**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	1.3200e-003	0.0486	9.8900e-003	1.3000e-004	3.1500e-003	8.0000e-005	3.2300e-003	9.1000e-004	8.0000e-005	9.9000e-004	0.0000	12.6855	12.6855	8.5000e-004	0.0000	12.7068
Worker	5.6200e-003	4.2500e-003	0.0435	1.2000e-004	0.0134	9.0000e-005	0.0135	3.5600e-003	8.0000e-005	3.6400e-003	0.0000	11.1099	11.1099	3.1000e-004	0.0000	11.1177
Total	6.9400e-003	0.0528	0.0534	2.5000e-004	0.0165	1.7000e-004	0.0167	4.4700e-003	1.6000e-004	4.6300e-003	0.0000	23.7954	23.7954	1.1600e-003	0.0000	23.8245

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	0.1055	0.9675	0.9199	1.4900e-003		0.0532	0.0532		0.0500	0.0500	0.0000	128.5585	128.5585	0.0310	0.0000	129.3339
Total	0.1055	0.9675	0.9199	1.4900e-003		0.0532	0.0532		0.0500	0.0500	0.0000	128.5585	128.5585	0.0310	0.0000	129.3339

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3.4 Building Construction - 2021**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	1.3200e-003	0.0486	9.8900e-003	1.3000e-004	3.1500e-003	8.0000e-005	3.2300e-003	9.1000e-004	8.0000e-005	9.9000e-004	0.0000	12.6855	12.6855	8.5000e-004	0.0000	12.7068
Worker	5.6200e-003	4.2500e-003	0.0435	1.2000e-004	0.0134	9.0000e-005	0.0135	3.5600e-003	8.0000e-005	3.6400e-003	0.0000	11.1099	11.1099	3.1000e-004	0.0000	11.1177
Total	6.9400e-003	0.0528	0.0534	2.5000e-004	0.0165	1.7000e-004	0.0167	4.4700e-003	1.6000e-004	4.6300e-003	0.0000	23.7954	23.7954	1.1600e-003	0.0000	23.8245

3.5 Paving - 2021**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	9.8500e-003	0.0976	0.1103	1.7000e-004		5.2100e-003	5.2100e-003		4.8100e-003	4.8100e-003	0.0000	14.7336	14.7336	4.6300e-003	0.0000	14.8493
Paving	5.3300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0152	0.0976	0.1103	1.7000e-004		5.2100e-003	5.2100e-003		4.8100e-003	4.8100e-003	0.0000	14.7336	14.7336	4.6300e-003	0.0000	14.8493

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3.5 Paving - 2021**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	8.3000e-004	6.3000e-004	6.4100e-003	2.0000e-005	1.9700e-003	1.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.6378	1.6378	5.0000e-005	0.0000	1.6390
Total	8.3000e-004	6.3000e-004	6.4100e-003	2.0000e-005	1.9700e-003	1.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.6378	1.6378	5.0000e-005	0.0000	1.6390

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	9.8500e-003	0.0976	0.1103	1.7000e-004		5.2100e-003	5.2100e-003		4.8100e-003	4.8100e-003	0.0000	14.7335	14.7335	4.6300e-003	0.0000	14.8493
Paving	5.3300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0152	0.0976	0.1103	1.7000e-004		5.2100e-003	5.2100e-003		4.8100e-003	4.8100e-003	0.0000	14.7335	14.7335	4.6300e-003	0.0000	14.8493

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3.5 Paving - 2021**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	8.3000e-004	6.3000e-004	6.4100e-003	2.0000e-005	1.9700e-003	1.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.6378	1.6378	5.0000e-005	0.0000	1.6390
Total	8.3000e-004	6.3000e-004	6.4100e-003	2.0000e-005	1.9700e-003	1.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.6378	1.6378	5.0000e-005	0.0000	1.6390

3.6 Architectural Coating - 2021**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0573					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9700e-003	0.0137	0.0164	3.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	2.2979	2.2979	1.6000e-004	0.0000	2.3019
Total	0.0592	0.0137	0.0164	3.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	2.2979	2.2979	1.6000e-004	0.0000	2.3019

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3.6 Architectural Coating - 2021**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	1.7000e-004	1.3000e-004	1.2800e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3276	0.3276	1.0000e-005	0.0000	0.3278
Total	1.7000e-004	1.3000e-004	1.2800e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3276	0.3276	1.0000e-005	0.0000	0.3278

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0573					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9700e-003	0.0137	0.0164	3.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	2.2979	2.2979	1.6000e-004	0.0000	2.3019
Total	0.0592	0.0137	0.0164	3.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	2.2979	2.2979	1.6000e-004	0.0000	2.3019

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3.6 Architectural Coating - 2021**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	1.7000e-004	1.3000e-004	1.2800e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3276	0.3276	1.0000e-005	0.0000	0.3278
Total	1.7000e-004	1.3000e-004	1.2800e-003	0.0000	3.9000e-004	0.0000	4.0000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3276	0.3276	1.0000e-005	0.0000	0.3278

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

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	ROG	NOx	CO	SO2	Fugitive 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	1.6856	7.4759	9.9221	0.0218	1.1463	0.0172	1.1635	0.3065	0.0160	0.3224	0.0000	2,016.039 2	2,016.039 2	0.1953	0.0000	2,020.920 4
Unmitigated	1.6856	7.4759	9.9221	0.0218	1.1463	0.0172	1.1635	0.3065	0.0160	0.3224	0.0000	2,016.039 2	2,016.039 2	0.1953	0.0000	2,020.920 4

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market With Gas Pumps	3,688.32	4,666.72	4666.72	1,323,676	1,323,676
Fast Food Restaurant with Drive Thru	2,868.09	3,752.17	2878.01	1,463,567	1,463,567
Gasoline/Service Station	645.44	816.68	816.68	244,592	244,592
Parking Lot	0.00	0.00	0.00		
Total	7,201.85	9,235.57	8,361.41	3,031,835	3,031,835

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market With Gas	16.60	2.00	6.90	0.80	80.20	19.00	14	61	25
Fast Food Restaurant with Drive	16.60	2.00	6.90	2.20	78.80	19.00	29	46	25
Gasoline/Service Station	16.60	2.00	6.90	2.00	79.00	19.00	14	61	25
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

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Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market With Gas Pumps	0.607000	0.044000	0.200000	0.142000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.007000	0.000000	0.000000
Fast Food Restaurant with Drive Thru	0.607000	0.044000	0.200000	0.142000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.007000	0.000000	0.000000
Gasoline/Service Station	0.000000	0.000000	0.000000	0.000000	0.242000	0.070000	0.313000	0.375000	0.000000	0.000000	0.000000	0.000000	0.000000
Parking Lot	0.549952	0.037123	0.179649	0.119457	0.017229	0.005267	0.017877	0.062669	0.001348	0.001607	0.006000	0.000812	0.001010

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	116.5119	116.5119	4.8100e-003	1.0000e-003	116.9287
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	116.5119	116.5119	4.8100e-003	1.0000e-003	116.9287
NaturalGas Mitigated	9.1300e-003	0.0830	0.0697	5.0000e-004		6.3100e-003	6.3100e-003		6.3100e-003	6.3100e-003	0.0000	90.3795	90.3795	1.7300e-003	1.6600e-003	90.9165
NaturalGas Unmitigated	9.1300e-003	0.0830	0.0697	5.0000e-004		6.3100e-003	6.3100e-003		6.3100e-003	6.3100e-003	0.0000	90.3795	90.3795	1.7300e-003	1.6600e-003	90.9165

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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					
Convenience Market With Gas Pumps	9776.88	5.0000e-005	4.8000e-004	4.0000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5217	0.5217	1.0000e-005	1.0000e-005	0.5248
Fast Food Restaurant with Drive Thru	1.66552e+006	8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003	0.0000	88.8787	88.8787	1.7000e-003	1.6300e-003	89.4068
Gasoline/Service Station	18347.1	1.0000e-004	9.0000e-004	7.6000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.9791	0.9791	2.0000e-005	2.0000e-005	0.9849
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
Total		9.1300e-003	0.0830	0.0697	5.0000e-004		6.3100e-003	6.3100e-003		6.3100e-003	6.3100e-003	0.0000	90.3795	90.3795	1.7300e-003	1.6600e-003	90.9165

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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					
Convenience Market With Gas Pumps	9776.88	5.0000e-005	4.8000e-004	4.0000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5217	0.5217	1.0000e-005	1.0000e-005	0.5248
Fast Food Restaurant with Drive Thru	1.66552e+006	8.9800e-003	0.0816	0.0686	4.9000e-004		6.2000e-003	6.2000e-003		6.2000e-003	6.2000e-003	0.0000	88.8787	88.8787	1.7000e-003	1.6300e-003	89.4068
Gasoline/Service Station	18347.1	1.0000e-004	9.0000e-004	7.6000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.9791	0.9791	2.0000e-005	2.0000e-005	0.9849
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
Total		9.1300e-003	0.0830	0.0697	5.0000e-004		6.3100e-003	6.3100e-003		6.3100e-003	6.3100e-003	0.0000	90.3795	90.3795	1.7300e-003	1.6600e-003	90.9165

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	55622.5	17.7225	7.3000e-004	1.5000e-004	17.7859
Fast Food Restaurant with Drive Thru	289201	92.1455	3.8000e-003	7.9000e-004	92.4752
Gasoline/Service Station	5731.71	1.8262	8.0000e-005	2.0000e-005	1.8328
Parking Lot	15120	4.8176	2.0000e-004	4.0000e-005	4.8348
Total		116.5119	4.8100e-003	1.0000e-003	116.9287

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5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market With Gas Pumps	55622.5	17.7225	7.3000e-004	1.5000e-004	17.7859
Fast Food Restaurant with Drive Thru	289201	92.1455	3.8000e-003	7.9000e-004	92.4752
Gasoline/Service Station	5731.71	1.8262	8.0000e-005	2.0000e-005	1.8328
Parking Lot	15120	4.8176	2.0000e-004	4.0000e-005	4.8348
Total		116.5119	4.8100e-003	1.0000e-003	116.9287

6.0 Area Detail**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive 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	0.0486	2.0000e-005	1.7200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3300e-003	3.3300e-003	1.0000e-005	0.0000	3.5500e-003
Unmitigated	0.0486	2.0000e-005	1.7200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3300e-003	3.3300e-003	1.0000e-005	0.0000	3.5500e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0428					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3300e-003	3.3300e-003	1.0000e-005	0.0000	3.5500e-003
Total	0.0487	2.0000e-005	1.7200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3300e-003	3.3300e-003	1.0000e-005	0.0000	3.5500e-003

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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	5.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0428					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3300e-003	3.3300e-003	1.0000e-005	0.0000	3.5500e-003
Total	0.0487	2.0000e-005	1.7200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.3300e-003	3.3300e-003	1.0000e-005	0.0000	3.5500e-003

7.0 Water Detail**7.1 Mitigation Measures Water**

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.1360	0.0678	1.6700e-003	12.3297
Unmitigated	10.1360	0.0678	1.6700e-003	12.3297

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.167315 / 0.102548	1.1102	5.5000e-003	1.4000e-004	1.2887
Fast Food Restaurant with Drive Thru	1.84852 / 0.117991	8.6732	0.0606	1.4900e-003	10.6318
Gasoline/Service Station	0.0531276 / 0.0325621	0.3525	1.7500e-003	4.0000e-005	0.4092
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		10.1360	0.0678	1.6700e-003	12.3297

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market With Gas Pumps	0.167315 / 0.102548	1.1102	5.5000e-003	1.4000e-004	1.2887
Fast Food Restaurant with Drive Thru	1.84852 / 0.117991	8.6732	0.0606	1.4900e-003	10.6318
Gasoline/Service Station	0.0531276 / 0.0325621	0.3525	1.7500e-003	4.0000e-005	0.4092
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		10.1360	0.0678	1.6700e-003	12.3297

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Rialto Center and Gas Station AQ & GHG Analysis - San Bernardino-South Coast County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	17.3618	1.0261	0.0000	43.0132
Unmitigated	17.3618	1.0261	0.0000	43.0132

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	70.15	14.2398	0.8416	0.0000	35.2785
Gasoline/Service Station	15.38	3.1220	0.1845	0.0000	7.7346
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		17.3618	1.0261	0.0000	43.0132

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8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	70.15	14.2398	0.8416	0.0000	35.2785
Gasoline/Service Station	15.38	3.1220	0.1845	0.0000	7.7346
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		17.3618	1.0261	0.0000	43.0132

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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11.0 Vegetation

Appendix C

Gasoline and Diesel Dispensing Facility VOC Calculation Worksheet

Potential To Emit Calculator for Gasoline Dispensing Facilities

11/12/2013

This sheet calculates the maximum fuel throughput, based on the number of vehicle refueling positions at your GDF. The calculations use fixed values for hours of operation, the time required for each refueling event, and the average amount of fuel dispensed per refueling event.

The sheet then calculates the emissions of VOC from your GDF, based on emissions factors and the attainment status of your location. Note that while this calculator is designed primarily to address emissions of gasoline vapor, it includes algorithms to account for diesel fuel vapor as well and could even be used if the sole fuel dispensed was diesel.

HD truck diesel refueling positions	5		
Automotive dispensers with gasoline or diesel	16		
Automotive/Nonroad Diesel Refueling Positions	0		
Gasoline Vehicle Refueling Positions	0		
Location - Ozone Attainment Status	Nonattainment Area		
Max. Gasoline Throughput If No Automotive/nonroad Diesel	2,639,524	gallons/year	Max. Automotive/Nonroad Diesel Throughput
Max. Combined Automotive plus HD Truck Diesel Throughput	2,686,845	gallons/year	Max. HD Truck Diesel
			2,409,000 gallons/year

Internally fixed values in calculation -- gasoline and automotive/nonroad diesel

Average time between start of refueling events	0.5549	hours
Number of hours of GDF operation per day	24	hours/day
Number of days per year open for business	365	days/year
Number of gallons per refueling event	11	gal/refueling event
Percent of refueling events which use automotive diesel dispensers	10	%/year

Internally fixed values -- HD truck diesel

Average time between start of refueling events	2	hours
Number of hours of GDF operation per day	24	hours/day
Number of days per year open for business	365	days/year
Number of gallons per refueling event	110	gal/refueling event

Gasoline VOC Emissions -- apply these values to GDFs using USTs or ASTs⁷

Description ⁴	VOC Emission factor (lb/1,000 gal)	Potential to Emit VOC (tons/yr)
Add'l Emissions for Small Volume GDFs ⁵	12.0	0.000
Storage Tank Filling ¹	0.30	0.396
Storage Tank Breathing Losses ²	0.25	0.330
Dispensing ³	0.65	0.858
Totals	1.200	1.584

Diesel VOC Emissions -- apply these values to GDFs using USTs or ASTs

Description ⁴	VOC Emission factor ⁵	Potential to Emit VOC
	(lb/1,000 gal)	(ton/yr)
Storage Tank Filling	0.040	0.054
Storage Tank Breathing Losses	0.028	0.037
Dispensing	0.040	0.054
Totals	0.108	0.144

Methodology

Maximum Throughput (gal/yr) = vehicle refueling positions / refueling event time (hrs) x hours of operation (hr/yr) x fuel dispensed (gal/refueling event)

Potential to Emit of VOC (tons/yr) = Maximum Throughput (gal/yr) x VOC Emission Factor (lb/1,000 gal) x 1 ton/2,000 lbs

Notes:

Emission factors are from AP 42, Chapter 5.2, Transportation and Marketing of Petroleum Liquids, Table 5.2-7, (June 2008), except where noted.

¹ Assume Stage 1 controls are in place. 40 CFR 63, Subpart CCCCCC requires that new or modified gasoline dispensing facilities with a monthly throughput greater than 100,000 gallons per month install Stage 1 vapor balance system that achieves a 90% emissions reduction.

² 40 CFR 63, Subpart CCCCCC requires that new or modified gasoline dispensing facilities with a monthly throughput greater than 100,000 gallons per month install pressure/vacuum (PV) vent valves on the storage tank vent pipes. This model uses a 75 percent efficiency for PV valves in reducing breathing losses.

³ The displacement VOC emission rate in lbs/1000 gallons depends on the gasoline Reid Vapor Pressure, the dispensed fuel temperature, and the difference between the temperature of the fuel in the tank and the dispensed fuel. For these purposes EPA calculated the uncontrolled displacement VOC emission rate in lbs/1000 gallons. EPA has used 10 psi RVP and national average summer-time temperatures for ozone attainment areas. This yields a value of about 10.8 lbs/1000 gallons. EPA has used 7 psi RVP and temperatures representative of the summer-time western US for ozone non-attainment areas. This yields a value of about 7.5 lbs/1000 gallons. In 76 FR 41723, EPA determined that 80% of the vehicle fleet will have ORVR installed as of 2014, and widespread use will be achieved on a national basis on June 30, 2013. Therefore, this value has been reduced by 80% for 2014 and increases each year subsequent to 2014 as fleet turnover occurs.

See memorandum to Public Docket EPA-HQ-OAR-2010-1076, Updated Data for ORVR Widespread Use Assessment, Glenn Passavant, OTAQ, 2012 and U.S. EPA, Guidance on Removing Stage II Gasoline Vapor Control Programs from State Implementation Plans and Assessing Comparable Measures, EPA-457/B-12-001, August 7, 2012.

⁴ Even though spillage is a specific category of emissions related to fuel dispensing in AP-42, it is considered a fugitive emission for purposes of NSR permits and thus is not included here.

⁵ Diesel emission factors were derived using the no.2 diesel true vapor pressure and vapor molecular weight from AP-42 Table 7.1-2 at 70F and equation 1 of section 5.2.2 with an S factor value of 1.45 for storage tank and vehicle tank filling and an S factor of 1.0 for breathing losses.

⁶ GDFs with a gasoline throughput of < 10,000 gallons per month have higher storage tank filling and breathing loss emissions because they are not required to install Stage I vapor recovery controls under 40 CFR 63 CCCCCC.

⁷ Using these values for an AST assumes a 45% average ullage in a 2000 gal AST