

TECHNICAL MEMORANDUM

DATE: September 3, 2025
TO: David Newell, City of Banning
FROM: Charlene So, Urban Crossroads, Inc.
Haseeb Qureshi, Urban Crossroads, Inc.
Bill Maddux, Urban Crossroads, Inc.
Alex So, Urban Crossroads, Inc.
JOB NO: 13534-14

SUBJECT: SUNSET CROSSROADS PROJECT – SUPPLEMENTAL CEQA MEMORANDUM

Urban Crossroads, Inc. is pleased to provide the following supplemental CEQA analysis for the Sunset Crossroads (Project). The Project Applicant, NP Banning Industrial, LLC, is proposing to develop a 533.8-acre property (Development Site) located partly within the City of Banning (City) and in part in the City's sphere of influence (SOI) in unincorporated Riverside County (County) which included the following mix of uses as evaluated in the Draft and Final Environmental Impact Reports (EIR)(SCH No. 2021020011) for the Sunset Crossroads project ("Original Project"):

- 3,381,000 square feet of High-Cube Fulfillment Center Warehouse use
- 197,500 square feet of General Light Industrial use
- 490,500 square feet of Warehousing use
- 896,000 square feet of High-Cube Transload and Short-term Storage Warehouse use
- 250,000 square feet of High-Cube Parcel Hub Warehouse use
- 330,000 square feet of High-Cube Cold Storage Warehouse use
- 12,000 square feet of Retail use
- 40,700 square feet of Go-Kart Racing use
- 13,000 square feet of Rock Climbing use
- 12,500 square feet of Trampoline Park use
- 116,700 square feet of Health/Fitness Club
- 9,500 square feet of Quality Restaurant use
- 40,000 square feet of High Turnover Sit-Down Restaurant use
- 7,000 square feet of Fast-Food Restaurant with Drive-Through Window use
- 9,500 square feet of Medical-Dental Office use
- 125-room Hotel

- 7,500 square foot Truck Stop

A joint public informational meeting was held on May 28, 2025 before the City Council and Planning Commission. Thereafter, the City considered the comments and questions raised at the meeting, and recommended modifications to the Project Applicant. As a result, the Project Applicant has made certain modifications and proposes the following modifications (as so modified, the “Modified Project”):

- Removal of 330,000 square feet of High-Cube Cold Storage Use (Buildings 5 & 6)
- Removal of 105,500 square feet of Warehousing use (Buildings 5 & 6)
- Removal of 42,500 square feet of General Light Industrial use (Buildings 5 & 6)
- Removal of 40,700 square feet of Go-Kart Racing use
- Removal of 13,000 square feet of Rock Climbing use
- Removal of 116,700 square feet of Health/Fitness Club use
- Removal of 9,500 square feet of Medical-Dental Office use
- Removal of 7,500 square feet of Truck Stop use
- Removal of 9,500 square foot Quality Restaurant use
- Reduce Retail use from 12,000 square feet to 5,005 square feet
- Reduce High Turnover Sit-down Restaurant use from 40,000 square feet to 10,595 square feet
- Reduce Fast-food Restaurant With Drive-Through Window use from 7,000 square feet to 645 square feet
- Addition of 200,000 square feet of Discount Club use
- Addition of 7,508 square feet of Fast-Food Without Drive-Through Window use.

The Specific Plan permits each of these uses and decreases in the square footage of the project. As compared to the Original Project, the Modified Project results in a reduction of 478,000 square feet of Industrial use along with a total reduction of 239,655 square feet of Commercial Retail uses, and replaces these Commercial Retail uses with 200,000 square feet of Discount Club use and 7,508 square feet of Fast-Food Without Drive-Through Window use resulting in a slight decrease in overall commercial square footage. All other Industrial and Retail uses remain unchanged. All mitigation measures and project design features also remain unchanged.

The purpose of this memorandum is to explain and document the modifications to the Original Project and provide supplemental technical support and analysis to reflect the proposed changes to the Original Project in order to comply with CEQA.

In order to evaluate the effect of the Modified Project as compared with the Original Project, the Modified Sunset Crossroads (SP No. 20-20000002) Trip Generation Assessment (see [Attachment A](#) to this Memorandum), a trip generation analysis, was prepared. Although CEQA does not require assessment of impacts from project trip generation, and vehicle trips no longer are considered an environmental impact due to SB 743, this information is used to calculate air quality and GHG

emissions and noise impacts. The analysis shows that modifications to the Original Project result in a decrease in passenger vehicle and truck trips.

As a result, and as detailed below, implementation of the Modified Project reduces environmental impacts for each impact area in which significant and unavoidable impacts were identified (i.e., Air Quality, GHG, Noise and Transportation) and, with respect to certain air pollutants, reduces previously significant and unavoidable impacts to less than significant levels. Because the modifications result in a decrease in environmental impacts, there is no significant new information¹ and the criteria set forth in Section 15088.5(a) of the State CEQA Guidelines requiring recirculation are not met. Therefore, the EIR does not need to be recirculated prior to certification.²

AIR QUALITY & GHG

The Air Quality & Greenhouse Gas Evaluation (see [Attachment B](#) to this Memorandum) quantified emissions reductions from the changes to the project which reduced the amount of industrial square footage and focused commercial use on Discount Clubs. These modifications to the proposed project result in a decrease in truck trips and truck miles traveled, and a decrease in passenger car trips. An updated CalEEMod emissions output was prepared which accounted for the decrease in truck and passenger vehicle trips, miles traveled, and decrease in passenger vehicle travel. The methodology utilized in FEIR Appendices C-5 and C-6 was used to calculate a weighted average of three types of trucks to be used in project operations and calculated truck trip lengths based on the WAIRE Implementation Guidelines thus addressing both the SCAQMD and CARB FEIR comments related to truck trip length. The updated CalEEMod emissions outputs and this methodology were used to update the Air Quality and GHG emissions analyses. All project design features and mitigation measures described in the FEIR remain the same.

The FEIR showed that for the Original Project, criteria pollutant emissions except for CO and SO_x, exceeded the threshold of significance and were identified as significant and unavoidable impacts. Under the Modified Project, all criteria pollutant emissions (VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}) are reduced as compared to the Original Project. With the Modified Project, CO, SO_x and PM_{2.5} are reduced to below the threshold of significance while the other pollutants still exceed the threshold of significance but with a net decrease compared to the 2024 FEIR. Therefore, the Modified Project continues to result in a significant and unavoidable impact .

¹ Under CEQA Section 15088.5 (a), "Significant new information" requiring recirculation includes, for example, a disclosure showing that: (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented; (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance; (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it; or (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

² Under CEQA Section 15088.5(b), recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

For GHG emissions, the same methodology described above was used to calculate the GHG emissions for the Modified Project. The Modified Project would further reduce mitigated GHG emissions by 5,298.76 metric tons of CO₂ annually, from 44,174.26 metric tons per year to 38,875.50 metric tons per year. However, the Modified Project still would result in a total of approximately 38,875.50 MTCO₂e per year and continue to result in a significant and unavoidable impact.

The Modified Project further reduces Air Quality and GHG impacts and does not result in a new significant environmental impact or substantial increase in severity of an environmental impact. Therefore, this does not represent significant new information as defined in Section 15088.5(a) of the State CEQA Guidelines. The project modifications do not change the findings in the Final EIR that there are no additional feasible mitigation measures available that would further reduce emissions because the majority of the Project's emissions come from mobile sources which are regulated by the State and not the City of Banning.

In summary, the project modifications reduce the square footage of industrial and commercial buildings, lessen vehicle trips and miles traveled, and lessen Air Quality and GHG impacts without causing any new environmental impacts. Therefore, criteria for recirculation set forth in Section 15088.5(a) and (b) of the State CEQA Guidelines are not met.

VMT

The Modified Sunset Crossroads Specific Plan (SP No. 200-20000002) Vehicle Miles Traveled (VMT) Comparative Analysis (see Attachment C to this Memorandum) performed VMT calculations for the Modified Project and compared them to the VMT analysis performed for the Draft EIR.³ The calculations for the Modified Project were based on employment estimates derived from square footage for each type of use – retail, hotel, and industrial- measured against the threshold of significance, and compared to the 2023 VMT analysis which utilized the same methodology. All project design features and mitigation measures described in the FEIR remain the same for the Modified Project.

For retail VMT, the Modified Project showed a decrease over the 2023 VMT analysis; however, both were less than the threshold of significance. However, for non-retail VMT, while the Modified Project shows a slight decrease over the 2023 VMT analysis per employee and overall, both exceed the City's threshold of significance. Accordingly, overall, the Modified Project also exceeds the City's threshold of significance for VMT per employee, and the Modified Project continues to result in a significant and unavoidable impact.

The Modified Project does not result in a new significant environmental impact or substantial increase in severity of an environmental impact. Accordingly, the changes to the project do not represent significant new information as defined in Section 15088.5(a) of the State CEQA Guidelines. Therefore, criteria for recirculation set forth in Section 15088.5(a) and (b) of the State CEQA Guidelines are not met.

³ A revised VMT analysis was not prepared for the FEIR so the VMT analysis at Appendix J-1 as revised August 25, 2023 contains the relevant data for comparison.

NOISE

The Sunset Crossroads Noise Assessment for the Modified Project (see Attachment D to this Memorandum) assessed construction and on-site and off-site operational noise impacts of the Modified Project and compared them to the Original Project. All project design features and mitigation measures described in the FEIR remain the same for the Modified Project. See FEIR Appendix I-2 – Supplemental Noise Analysis.

The DEIR identified certain significant and unavoidable construction noise and operational on-site (stationary source) and off-site noise impacts. The FEIR added project design features that eliminated significant and unavoidable impacts identified in the DEIR from operational off-site traffic noise levels and on-site stationary noise levels generated from project operations. The FEIR identified stationary operations noise sources, including truck delivery and truck loading/unloading activities; heating, ventilation, and air conditioning (HVAC), including cold storage, equipment; refrigeration equipment; drive-through speakerphones; parking activities; fueling activities; and outdoor eating activities. The FEIR Supplemental Noise Analysis concluded that with implementation of additional project design features and mitigation measures, operational noise levels generated from operation of the Development Project would be less than significant, including at residential noise receivers.

The FEIR evaluated on-site construction activities and off-site traffic noise from construction deliveries and workers accessing the Development Project site. The analysis included Mass Grading, Grading, Sitework-Utilities, Building Construction, Paving, and Architectural Coatings. The FEIR concluded that noise levels generated from on-site construction activity and off-site construction-related traffic would be less than significant, including at residential noise receivers. However, because it is yet to be determined if a noise barrier can be constructed on the City's right-of-way, construction noise impacts for the construction of the roadway and utilities on Sunset Boulevard would be considered significant and unavoidable.

The Modified Project significantly decreased the square footage of industrial buildings, slightly decreased the square footage of commercial buildings, decreased truck trips, and decreased passenger vehicle trips. As a result, the Modified Project shows a 7 percent (7%) decrease in vehicle trips and a 44% decrease in truck trips over the Original Project. This represents a decrease in the level of noise because trucks produce noise levels up to 10 times higher than those of passenger vehicles. Thus, overall, the Modified Project would generally result in a 2 dBA CNEL decrease over off-site traffic noise levels. Because off-site traffic noise levels were identified in the FEIR as less than significant after imposition of additional project design features and mitigation, and the Modified Project reduces the number of truck trips on the adjoining roadways, it would continue to result in a less than significant noise impact. Further, as stated in the FEIR Appendix I-2 Supplemental Noise Analysis, truck traffic is a component of stationary operations noise sources, so the decrease in truck traffic would also result in a slight decrease in those noise impacts, which remain less than significant with the Modified Project.

The Modified Project would include similar on-site noise sources as the Development Project; however, there would be fewer loading docks and less on-site truck activity, as well as less rooftop equipment associated with cold storage, which is anticipated to result in lower overall noise levels at surrounding receivers. Since the same project design features included in the FEIR would continue

to be applicable to the Modified Project and the noise sources are similar, the Modified Project also would result in less than significant impacts.

The Modified Project would require a similar level of construction effort, including similar phases of construction, equipment requirements, number of workers, and deliveries. Thus, construction noise from the construction of the Modified Project is anticipated to be nearly identical to the Project and would therefore result in similar impacts as the Project. Therefore, the Modified Project would also result in significant and unavoidable impacts.

The Modified Project further reduces noise impacts and does not result in a new significant environmental impact or a substantial increase in the severity of an environmental impact. Therefore, this does not represent significant new information as defined in Section 15088.5(a) of the State CEQA Guidelines. The project modifications do not change the findings in the Final EIR and lessen noise impacts without causing any new environmental impacts. Therefore, the criteria for recirculation set forth in Section 15088.5(a) and (b) of the State CEQA Guidelines are not met.

CONCLUSION

Implementation of the Modified Project reduces environmental impacts for each impact area in which significant and unavoidable impacts were identified (i.e., Air Quality, GHG, Noise, and Transportation) and, with respect to PM_{2.5}, reduces previously significant and unavoidable impacts to less than significant levels. Because the modifications result in a decrease in environmental impacts, there is no significant new information, and the criteria set forth in Section 15088.5(a) of the State CEQA Guidelines requiring recirculation are not met. Therefore, the EIR does not need to be recirculated prior to certification.

If you have any questions, please contact us at: Charlene So at cso@urbanxroads.com, Haseeb Qureshi at hqureshi@urbanxroads.com, Bill Maddux at bmaddux@urbanxroads.com, or Alex So at aso@urbanxroads.com.

ATTACHMENT A:
TRIP GENERATION

TECHNICAL MEMORANDUM

DATE: September 3, 2025
TO: J.J. Jenkins, NP Banning Industrial, LLC
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 13534-12 TG Memo

SUBJECT: MODIFIED SUNSET CROSSROADS (SP NO. 20-20000002) TRIP GENERATION ASSESSMENT

Urban Crossroads, Inc. has prepared the following Trip Generation Assessment for the Modified Sunset Crossroads (Modified Project), which is located south of the I-10 Freeway and west of Sunset Avenue in the City of Banning. This technical memorandum presents the updated trip generation based on the proposed change in land uses and provides a comparison of the analysis findings to those previously presented in the Sunset Crossroads Supplemental Traffic Assessment (dated August 31, 2023) attached as Appendix J-3 of the Sunset Crossroads Draft Environmental Impact Report (SCH No. 2021020011) dated December 2023 ("DEIR"); hereafter referred to as the "2023 Supplemental Traffic Assessment." Specifically, the purposes of this assessment is to determine whether the Modified Project's proposed land use changes would require any further traffic operations analysis based on the City's Traffic Impact Analysis Guidelines for Local Transportation Analysis and Vehicle Miles Traveled Analysis (dated October 2021, referred to as City Guidelines).

PROJECT OVERVIEW

The DEIR and the 2023 Supplemental Traffic Assessment evaluated 5,545,000 square feet of Warehousing/Industrial/Light industrial use including 330,000 square feet of High-Cube Cold Storage Warehousing use and a commercial component that includes up to 268,400 square feet (including a 7,500 square foot Truck Stop with Fueling Stations), plus a 125-room Hotel with the following mix of uses:

- 3,381,000 square feet of High-Cube Fulfillment Center Warehouse use
- 197,500 square feet of General Light Industrial use
- 490,500 square feet of Warehousing use
- 896,000 square feet of High-Cube Transload and Short-term Storage Warehouse use
- 250,000 square feet of High-Cube Parcel Hub Warehouse use
- 330,000 square feet of High-Cube Cold Storage Warehouse use
- 12,000 square feet of Retail use
- 40,700 square feet of Go-Kart Racing use
- 13,000 square feet of Rock Climbing use
- 12,500 square feet of Trampoline Park use
- 116,700 square feet of Health/Fitness Club
- 9,500 square feet of Quality Restaurant use
- 40,000 square feet of High Turnover Sit-Down Restaurant use

- 7,000 square feet of Fast-Food Restaurant with Drive-Through Window use
- 9,500 square feet of Medical-Dental Office use
- 125-room Hotel
- 7,500 square foot Truck Stop

The following trip generation assessment compares the Modified Project with the changes proposed as part of the Development Agreement to the Project analyzed in the DEIR and the 2023 Supplemental Traffic Assessment to ensure the environmental effects are less than those already disclosed in the DEIR. Specifically, the changes to the Modified Project are outlined as follows:

- Removal of 330,000 square feet of High-Cube Cold Storage Use (Buildings 5 & 6)
- Removal of 105,500 square feet of Warehousing use (Buildings 5 & 6)
- Removal of 42,500 square feet of General Light Industrial use (Buildings 5 & 6)
- Removal of 40,700 square feet of Go-Kart Racing use
- Removal of 13,000 square feet of Rock Climbing use
- Removal of 116,700 square feet of Health/Fitness Club use
- Removal of 9,500 square feet of Medical-Dental Office use
- Removal of 7,500 square feet of Truck Stop use
- Removal of 9,500 square foot Quality Restaurant use
- Reduce Retail use from 12,000 square feet to 5,005 square feet
- Reduce High Turnover Sit-down Restaurant use from 40,000 square feet to 10,595 square feet
- Reduce Fast-food Restaurant With Drive-Through Window use from 7,000 square feet to 645 square feet
- Addition of 200,000 square feet of Discount Club use
- Addition of 7,508 square feet of Fast-Food Without Drive-Through Window use

This results in a total reduction of 478,000 square feet of Industrial use along with a total reduction of 239,655 square feet of Commercial Retail uses and replacing these uses with 200,000 square feet of Discount Club use and 7,508 square feet of Fast-Food Without Drive-Through Window use. All other Industrial and Retail uses remain the same.

TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

2023 SUPPLEMENTAL TRAFFIC ASSESSMENT

The DEIR identified and the 2023 Supplemental Traffic Assessment analyzed the following mix of uses for the Industrial component:

- 3,381,000 square feet of High-Cube Fulfillment Center Warehouse use
- 197,500 square feet of General Light Industrial use
- 490,500 square feet of Warehousing use
- 896,000 square feet of High-Cube Transload and Short-term Storage Warehouse use
- 250,000 square feet of High-Cube Parcel Hub Warehouse use
- 330,000 square feet of High-Cube Cold Storage Warehouse use

These were analyzed in the 2023 Supplemental Traffic Assessment. The trip generation rates utilized in the 2023 Supplemental Traffic Assessment to analyze this use are provided in Appendix 1. Table 1 summarizes the Project's trip generation as evaluated in the 2023 Supplemental Traffic Assessment with 20,496 two-way trips per day, 1,264 AM peak hour trips, and 1,792 PM peak hour trips. Appendix 2 includes the detailed trip generation as evaluated in the 2023 Supplemental Traffic Assessment.

TABLE 1: 2023 SUPPLEMENTAL TRAFFIC ASSESSMENT TRIP GENERATION SUMMARY

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 1 (No Changes)									
Buildings 1, 2, 3 & 4	3,425.000	TSF							
Passenger Cars:			295	85	380	140	375	515	6,120
Trucks:			52	16	68	20	51	71	1,306
Phase 1 Total Trips			347	101	448	160	426	586	7,426
Phase 2									
Commercial Retail Uses (plus hotel) (No Changes)	268.400	TSF							
Passenger Cars:			196	196	393	452	274	726	7,702
Trucks:			33	33	66	28	25	53	1,164
Commercial Retail Total Trips			229	229	459	480	299	779	8,866
Building 5: Warehousing (With Changes) ²	105.500	TSF							
Passenger Cars:			10	1	11	4	11	15	118
Trucks:			1	0	1	1	1	2	50
Building 6: General Light Industrial (With Changes) ³	42.500	TSF							
Passenger Cars:			22	1	23	2	21	23	172
Trucks:			0	0	0	0	0	0	20
New: High-Cube Cold Storage (With Changes) ⁴	330.000	TSF							
Passenger Cars:			9	1	11	5	13	18	276
Trucks:			8	2	10	2	7	9	248
Phase 2 Total Trips			280	234	515	495	352	847	9,750
Phase 3 (With Changes) ⁵									
Buildings 7 & 10	1,118.000	TSF							
Passenger Cars:			109	14	123	31	116	146	1,482
Trucks:			13	4	17	6	12	18	304
Phase 3 Total Trips			122	18	140	37	128	164	1,786
Phase 4 (No Changes)									
Buildings 8 & 9	524.000	TSF							
Passenger Cars:			100	44	144	116	72	187	1,296
Trucks:			10	6	16	2	6	8	238
Phase 4 Total Trips			110	50	160	118	78	195	1,534
Project Buildout (Updated)									
Project Total Passenger Cars			742	343	1,086	750	881	1,631	17,166
Project Total Trucks			117	61	178	59	102	161	3,330
Updated Project Total Trips			859	404	1,264	809	983	1,792	20,496

¹ TSF = Thousand Square Feet

² Warehousing use is reduced from 326,000 SF to 105,500 SF (a reduction of 220,500 SF). 111,000 SF of Warehousing use moved to Phase 3.

³ General Light Industrial use is reduced from 152,000 SF to 42,500 SF (a reduction of 109,500 SF).

⁴ 330,000 SF of High-Cube Cold Storage Warehouse use added. No net change in square footage for Phase 2 (220,500 SF + 109,000 SF = 330,000 SF).

⁵ 111,000 SF of High-Cube Cold Storage Warehouse use moved from Phase 3 to Phase 2 and replaced with 111,000 SF of Warehousing use.

MODIFIED PROJECT

The Modified Project includes a total reduction of 478,000 square feet of Industrial use along with a total reduction of 239,655 square feet of Commercial Retail uses and replacing these uses with 200,000 square feet of Discount Club use and 7,508 square feet of Fast-Food Without Drive-Through Window use with the following summary of uses:

- 3,381,000 square feet of High-Cube Fulfillment Center Warehouse use
- 155,000 square feet of General Light Industrial use
- 385,000 square feet of Warehousing use
- 896,000 square feet of High-Cube Transload and Short-term Storage Warehouse use
- 250,000 square feet of High-Cube Parcel Hub Warehouse use
- 200,000 square feet of Discount Club use
- 5,005 square feet of Retail use
- 10,595 square feet of High Turnover Sit-Down Restaurant use
- 7,508 square feet of Fast-Food Restaurant without Drive-Through Window use
- 645 square feet of Fast-Food Restaurant with Drive-Through Window use
- 125-room Hotel

The trip generation rates utilized for the Modified Project are also provided in Appendix 1. Table 2 summarizes the Modified Project's trip generation with 17,852 two-way trips per day, 1,187 AM peak hour trips, and 1,642 PM peak hour trips. Appendix 3 includes the detailed trip generation for the Modified Project.

The Modified Project introduces changes in land use mix and intensity; however, the distribution patterns of both passenger cars and trucks would remain consistent with those evaluated in the DEIR as the types of uses and the locations of those uses (commercial retail and industrial) are generally located within the same areas. Project-related traffic forecast adjustments are attributable to updated land use and intensities, and these modifications are expected to result in overall reductions in traffic volumes compared to the original DEIR analysis due to the overall reduction in total trip generation in conjunction with the same DEIR distribution patterns.

TABLE 2: MODIFIED PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 1									
Buildings 1, 2, 3 & 4	3,425.000	TSF							
Passenger Cars:			295	85	380	140	375	515	6,120
Trucks:			52	16	68	20	51	71	1,306
Phase 1 Total Trips			347	101	448	160	426	586	7,426
Phase 2									
Commercial Retail Uses (plus hotel)	223.753	TSF							
Passenger Cars:			225	126	351	347	318	665	6,778
Trucks:			0	0	0	0	0	0	0
Commercial Retail Total Trips			225	126	351	347	318	665	6,778
Phase 2 Total Trips			225	126	351	347	318	665	6,778
Phase 3									
Buildings 7 & 10	1,118.000	TSF							
Passenger Cars:			123	26	149	35	127	162	1,704
Trucks:			13	4	17	6	12	18	304
Phase 3 Total Trips			136	30	166	41	139	180	2,008
Phase 4									
Buildings 8 & 9	524.000	TSF							
Passenger Cars:			114	92	206	120	83	203	1,402
Trucks:			10	6	16	2	6	8	238
Phase 4 Total Trips			124	98	222	122	89	211	1,640
Project Total Passenger Cars			757	329	1,086	642	903	1,545	16,004
Project Total Trucks			75	26	101	28	69	97	1,848
Modified Project Total Trips			832	355	1,187	670	972	1,642	17,852

¹ TSF = Thousand Square Feet

Table 3 summarizes the trip generation comparison between the DEIR and 2023 Supplemental Traffic Assessment to the Modified Project. As shown, the land uses evaluated for the Modified Project are anticipated to result in a net reduction of 2,644 two-way trips per day with a net reduction of 77 AM peak hour trips and 150 PM peak hour trips as compared to the uses and trips identified in the DEIR and 2023 Supplemental Traffic Assessment. As such, the deficiencies and recommended improvements identified in the DEIR would also be applicable to the uses evaluated for the Modified Project.

If you have any questions, please contact me directly at cso@urbanxroads.com.

TABLE 3: 2023 SUPPLEMENTAL TRAFFIC ASSESSMENT COMPARISON VS. MODIFIED PROJECT

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Project							
Passenger Cars	742	343	1,086	750	881	1,631	17,166
Trucks	117	61	178	59	102	161	3,330
Project Total	859	404	1,264	809	983	1,792	20,496
Modified Project							
Passenger Cars	757	329	1,086	642	903	1,545	16,004
Trucks	75	26	101	28	69	97	1,848
Modified Project Total	832	355	1,187	670	972	1,642	17,852
Net Change of Passenger Cars	14	-14	0	-108	22	-86	-1,162
Net Change of Trucks	-42	-35	-77	-31	-33	-64	-1,482
Total Project Net Change	-28	-49	-77	-139	-11	-150	-2,644

APPENDIX 1:

TRIP GENERATION RATES

TABLE 1-1: ITE TRIP GENERATION RATES

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
General Light Industrial ³	TSF	110	0.616	0.084	0.700	0.082	0.548	0.630	4.960
Passenger Cars			0.598	0.081	0.679	0.080	0.537	0.617	4.563
2-Axle Trucks			0.003	0.000	0.004	0.000	0.002	0.002	0.066
3-Axle Trucks			0.004	0.001	0.004	0.000	0.002	0.003	0.082
4+-Axle Trucks			0.012	0.002	0.013	0.001	0.007	0.008	0.248
Warehousing ³	TSF	150	0.131	0.039	0.170	0.051	0.139	0.190	1.740
Passenger Cars			0.114	0.034	0.148	0.044	0.118	0.162	1.270
2-Axle Trucks			0.003	0.001	0.004	0.001	0.003	0.005	0.078
3-Axle Trucks			0.004	0.001	0.005	0.002	0.004	0.006	0.097
4+-Axle Trucks			0.011	0.003	0.014	0.005	0.013	0.018	0.294
High-Cube Transload and Short-Term Storage Warehouse (Without Cold Storage) ³	TSF	154	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars			0.049	0.015	0.064	0.024	0.060	0.084	1.176
2-Axle Trucks			0.002	0.001	0.003	0.001	0.002	0.003	0.037
3-Axle Trucks			0.003	0.001	0.003	0.001	0.002	0.003	0.046
4+-Axle Trucks			0.008	0.002	0.010	0.003	0.007	0.010	0.140
High-Cube Fulfillment Center Warehouse ⁴	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks			0.006	0.002	0.008	0.003	0.008	0.011	0.162
5+-Axle Trucks			0.008	0.003	0.011	0.003	0.007	0.010	0.217
High-Cube Parcel Hub ^{3,5}	TSF	156	0.350	0.350	0.700	0.435	0.205	0.640	4.630
Passenger Cars			0.333	0.333	0.352	0.431	0.203	0.452	4.213
2-Axle Trucks			0.003	0.003	0.058	0.001	0.000	0.031	0.070
3-Axle Trucks			0.004	0.004	0.072	0.001	0.000	0.039	0.086
4+-Axle Trucks			0.011	0.011	0.218	0.003	0.001	0.117	0.261
High-Cube Cold Storage Warehouse (With Cold Storage) ³	TSF	157	0.085	0.025	0.110	0.032	0.088	0.120	2.120
Passenger Cars			0.062	0.018	0.080	0.025	0.067	0.092	1.378
2-Axle Trucks			0.008	0.002	0.010	0.003	0.007	0.010	0.257
3-Axle Trucks			0.003	0.001	0.003	0.001	0.002	0.003	0.082
4+-Axle Trucks			0.012	0.004	0.016	0.004	0.011	0.015	0.403

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Truck Stop	TSF	950	13.245	13.245	26.490	12.047	10.683	22.730	455.530
Passenger Cars			8.874	8.874	17.748	8.312	7.371	15.684	300.650
Total Trucks			4.371	4.371	8.742	3.735	3.312	7.046	154.880
2-Axle Trucks (4.9%)			0.214	0.214	0.428	0.183	0.162	0.345	7.589
3-Axle Trucks (16.2%)			0.708	0.708	1.416	0.605	0.537	1.142	25.091
4+-Axle Trucks (78.9%)			3.449	3.449	6.897	2.947	2.613	5.560	122.200
K-1 Kart Racing ⁷	TSF	--	N/A	N/A	N/A	0.36	0.27	0.63	6.76
Rock Climbing ⁶	TSF	434	0.46	0.94	1.40	0.93	0.71	1.64	16.40
Health/Fitness Club ⁶	TSF	492	0.67	0.64	1.31	1.97	1.48	3.45	34.50
Trampoline Park ⁶	TSF	436	N/A	N/A	N/A	0.72	0.78	1.50	15.00
Medical-Dental Office	TSF	720	2.17	0.61	2.78	0.97	2.49	3.46	34.80
Shopping Center ⁵	TSF	820	0.82	0.51	1.33	2.23	2.41	4.64	49.55
Shopping Center ⁸	TSF	820	0.82	0.51	1.33	2.23	2.41	4.64	49.55
Discount Club	TSF	857	0.40	0.16	0.56	2.12	2.12	4.24	41.80
Quality Restaurant	TSF	931	0.37	0.37	0.73	5.23	2.57	7.80	83.84
High Turnover Sit-Down Restaurant	TSF	932	5.47	4.47	9.94	6.06	3.71	9.77	112.18
Fast-food Without Drive-Thru	TSF	933	15.06	10.04	25.10	14.17	14.17	28.34	346.23
Fast-Food Restaurant with Drive-Thru Window	TSF	934	20.50	19.69	40.19	16.99	15.68	32.67	470.95
Hotel	RM	310	0.28	0.19	0.47	0.31	0.29	0.60	8.36

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² TSF = thousand square feet; RM = Rooms

³ Vehicle Mix Source: ITE Trip Generation Handbook Supplement (2020), Appendix C.

Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

⁴ Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

Inbound and outbound split source: ITE Trip Generation Manual, Tenth Edition (2017) for ITE Land Use Code 154.

⁵ Rate based on the regression equation from the ITE Trip Generation Manual, Tenth Edition (2017), for 12,000 sf.

⁶ No weekday daily value provided in ITE. Estimated based on 10 times the PM peak hour.

⁷ Source: Trip Generation and Parking Rate Analysis for the proposed K-1 Speed Indoor Kart Track, Linscott Law & Greenspan Engineers, June 20, 2005.

⁸ Rate based on the regression equation from the ITE Trip Generation Manual, Tenth Edition (2017), for 19,500 sf.

APPENDIX 2:

PROJECT TRIP GENERATION – 2023 SUPPLEMENTAL TRAFFIC ASSESSMENT

TABLE 2-1: 2023 SUPPLEMENTAL TRAFFIC ASSESSMENT PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 1									
Building 1: High-Cube Fulfillment	1,420,000	TSF							
Passenger Cars:			113	34	147	57	147	204	2,486
Truck Trips:									
2-4-axle:			9	3	12	4	11	15	230
5+-axle:			12	4	16	4	10	14	308
Total Trucks:			21	7	28	8	21	29	538
Building 1 Total Trips²			134	41	175	65	168	233	3,024
Building 2: High-Cube Fulfillment	1,386,000	TSF							
Passenger Cars:			110	33	143	56	144	200	2,426
Truck Trips:									
2-4-axle:			9	3	12	4	11	15	226
5+-axle:			12	4	16	4	10	14	302
Total Trucks:			21	7	28	8	21	29	528
Building 2 Total Trips²			131	40	171	64	165	229	2,954
Building 3: High-Cube Fulfillment	575,000	TSF							
Passenger Cars:			46	14	60	23	60	83	1,006
Truck Trips:									
2-4-axle:			4	1	5	2	5	7	94
5+-axle:			5	1	6	2	4	6	126
Total Trucks:			9	2	11	4	9	13	220
Building 3 Total Trips²			55	16	71	27	69	96	1,226
Building 4: General Light Industrial	44,000	TSF							
Passenger Cars:			26	4	30	4	24	28	202
Truck Trips:									
2-axle:			0	0	0	0	0	0	4
3-axle:			0	0	0	0	0	0	4
4+-axle:			1	0	1	0	0	0	12
Total Trucks:			1	0	1	0	0	0	20
Building 4 Total Trips²			27	4	31	4	24	28	222
Phase 1 Total Passenger Cars			295	85	380	140	375	515	6,120
Phase 1 Total Trucks			52	16	68	20	51	71	1,306
Phase 1 Total Trips²			347	101	448	160	426	586	7,426
Phase 2									
Retail (Pad M)	12,000	TSF	10	6	16	27	29	56	596
Internal Capture ³			-4	-2	-6	-10	-7	-18	-192
Pass-By (34% PM/Daily) ⁴			0	0	0	-6	-6	-11	-138
Go-Kart Racing (Pad D-2)	40,700	TSF	0	0	0	15	11	26	276
Internal Capture ³			-2	-1	-3	-5	-3	-8	-90
Rock Climbing (Pad C-3)	13,000	TSF	6	12	18	12	9	21	214
Internal Capture ³			-1	-1	-2	-4	-3	-6	-66
Trampoline Park (L-3)	12,500	TSF	0	0	0	9	10	19	188
Internal Capture ³			0	0	0	-3	-2	-6	-58
Health/Fitness Club (Pad C-1, C-2, D-1, D-3, D-4, D-5, D-6, D-7, E, L-1, L-2)	116,700	TSF	78	75	153	229	173	403	4,028
Internal Capture ³			-26	-15	-41	-70	-51	-121	-1,212
Retail Total			61	74	135	194	160	354	3,546
Quality Restaurant (Pad K-1)	9,500	TSF	3	3	7	50	24	74	798
Internal Capture ³			-12	-8	-20	-21	-23	-44	-480
Pass-By (44% PM/Daily) ⁴			0	0	0	0	0	-1	-140
High Turnover Sit-Down Restaurant (Pad A, B, H, I, J)	40,000	TSF	15	15	29	209	103	312	3,354
Internal Capture ³			-30	-22	-52	-55	-62	-116	-1,254
Pass-By (43% PM/Daily) ⁴			0	0	0	-18	-18	-36	-904

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Fast-Food Restaurant with Drive-Thru (Pad N, O)	7.000	TSF	143	138	281	119	110	229	3,298
<i>Internal Capture</i> ³			-18	-13	-31	-33	-37	-70	-1,012
<i>Pass-By (49% AM; 50% PM/Daily)</i> ⁴			-61	-61	-123	-36	-36	-73	-1,050
Restaurant Total			40	52	92	214	61	275	2,610
Medical-Dental Office (Pad K-2, K-3, K-4, K-5)	9.500	TSF	21	6	26	9	24	33	332
<i>Internal Capture</i> ³			-11	-5	-15	-3	-9	-12	-118
Office Total			10	1	11	6	15	21	214
Hotel (Pad F)	125	RM	35	24	59	38	37	75	1,046
<i>Internal Capture</i> ³			-1	-11	-12	-23	-25	-48	-670
Hotel Total			34	13	47	15	12	27	376
Truck Stop (Pad G)	7.500	TSF							
Passenger Cars:			67	67	133	62	55	118	2,256
<i>Internal Capture</i> ³			-16	-9	-25	-39	-28	-68	-1,300
Net Passenger Car Trips:			51	57	108	23	27	50	956
Truck Trips:									
2-axle:			2	2	4	1	1	2	58
3-axle:			5	5	10	5	4	9	188
4+-axle:			26	26	52	22	20	42	918
Total Trucks:			33	33	66	28	25	53	1,164
Truck Stop			84	90	174	51	52	103	2,120
Total Retail Passenger Cars			196	196	393	452	274	726	7,702
Total Retail Trucks			33	33	66	28	25	53	1,164
Total Retail Trips²			229	229	459	480	299	779	8,866
Building 5: Warehousing	105.500	TSF							
Passenger Cars:			12	4	16	5	12	17	134
<i>Internal Capture</i> ³ :			-2	-3	-5	-1	-1	-2	-16
Net Passenger Car Trips:			10	1	11	4	11	15	118
Truck Trips:									
2-axle:			0	0	0	0	0	0	8
3-axle:			0	0	0	0	0	0	10
4+-axle:			1	0	1	1	1	2	32
Total Trucks:			1	0	1	1	1	2	50
Building 5 Total Trips²			11	1	12	5	12	17	168
Building 6: General Light Industrial	42.500	TSF							
Passenger Cars:			25	3	28	3	23	26	194
<i>Internal Capture</i> ³ :			-3	-2	-5	-1	-2	-3	-22
Net Passenger Car Trips:			22	1	23	2	21	23	172
Truck Trips:									
2-axle:			0	0	0	0	0	0	4
3-axle:			0	0	0	0	0	0	4
4+-axle:			0	0	0	0	0	0	12
Total Trucks:			0	0	0	0	0	0	20
Building 6 Total Trips²			22	1	23	2	21	23	192
High-Cube Cold Storage	330.000	TSF							
Passenger Cars:			20	6	26	8	22	30	456
<i>Internal Capture</i> ³ :			-11	-5	-15	-3	-9	-12	-180
Net Passenger Car Trips:			9	1	11	5	13	18	276
Truck Trips:									
2-axle:			3	1	4	1	2	3	86
3-axle:			1	0	1	0	1	1	28
4+-axle:			4	1	5	1	4	5	134
- Truck Trips			8	2	10	2	7	9	248
Cold Storage Total Trips²			17	3	21	7	20	27	524
Phase 2 Only Total Passenger Cars			238	199	438	464	319	783	8,268
Phase 2 Only Total Trucks			42	35	77	31	33	64	1,482
Phase 2 Only Total Trips²			280	234	515	495	352	847	9,750
Phase 1+2 Total Passenger Cars			533	284	818	604	694	1,298	14,388
Phase 1+2 Total Trucks			94	51	145	51	84	135	2,788
Phase 1+2 Total Trips²			627	335	963	655	778	1,433	17,176

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 3									
Building 7: High-Cube Transload	896.000	TSF							
Passenger Cars:			44	13	57	21	54	75	1,054
<i>Internal Capture³:</i>			-14	-12	-26	-4	-11	-16	-222
Net Passenger Car Trips:			30	1	31	17	43	59	832
Truck Trips:									
2-axle:			2	1	3	1	2	3	34
3-axle:			2	1	3	1	2	3	42
4+-axle:			7	2	9	3	6	9	126
Total Trucks:			11	4	15	5	10	15	202
Building 7 Total Trips²			41	5	46	22	53	74	1,034
Building 10: General Light Industrial (50%)	111.000	TSF							
Passenger Cars:			66	9	75	9	60	69	508
Truck Trips:									
2-axle:			0	0	0	0	0	0	8
3-axle:			0	0	0	0	0	0	10
4+-axle:			1	0	1	0	1	1	28
Total Trucks:			1	0	1	0	1	1	46
Building 10: Warehousing (50%)	111.000	TSF							
Passenger Cars:			13	4	17	5	13	18	142
Truck Trips:									
2-axle:			0	0	0	0	0	0	10
3-axle:			0	0	0	0	0	0	12
4+-axle:			1	0	1	1	1	2	34
Total Trucks:			1	0	1	1	1	2	56
Building 10 Passenger Cars			79	13	92	14	73	87	650
Building 10 Trucks			2	0	2	1	2	3	102
Building 10 Total Trips²			81	13	94	15	75	90	752
Phase 3 Only Total Passenger Cars			109	14	123	31	116	146	1,482
Phase 3 Only Total Trucks			13	4	17	6	12	18	304
Phase 3 Only Total Trips²			122	18	140	37	128	164	1,786
Phase 1+2+3 Total Passenger Cars			642	299	941	634	810	1,444	15,870
Phase 1+2+3 Total Trucks			107	55	162	57	96	153	3,092
Phase 1+2+3 Total Trips²			749	354	1,103	691	906	1,597	18,962

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 4									
Building 8: High-Cube Parcel Hub	250.000	TSF							
Passenger Cars:			83	83	166	108	51	159	1,054
<i>Internal Capture³:</i>			-14	-48	-62	-4	-11	-16	-106
Net Passenger Car Trips:			69	35	104	104	40	143	948
Truck Trips:									
2-axle:			1	1	2	0	0	0	18
3-axle:			1	1	2	0	0	0	22
4+-axle:			3	3	6	1	0	1	66
Total Trucks:			5	5	10	1	0	1	106
Building 8 Total Trips²			74	40	114	105	40	144	1,054
Building 9: Warehousing	274.000	TSF							
Passenger Cars:			31	9	40	12	32	44	348
Truck Trips:									
2-axle:			1	0	1	0	1	1	22
3-axle:			1	0	1	0	1	1	28
4+-axle:			3	1	4	1	4	5	82
Total Trucks:			5	1	6	1	6	7	132
Building 9 Total Trips²			36	10	46	13	38	51	480
Total Industrial Trips									
Phase 4 Only Passenger Cars			100	44	144	116	72	187	1,296
Phase 4 Only Trucks			10	6	16	2	6	8	238
Phase 4 Only Total Trips²			110	50	160	118	78	195	1,534
Project Buildout (Phase 1+2+3+4) Total Passenger Cars			742	343	1,086	750	881	1,631	17,166
Project Buildout (Phase 1+2+3+4) Total Trucks			117	61	178	59	102	161	3,330
Project Buildout (Phase 1+2+3+4) Total Trips²			859	404	1,264	809	983	1,792	20,496

¹ TSF = thousand square feet; RM = Rooms

² Total Trips = Passenger Cars + Truck Trips.

³ Internal capture calculated from NCHRP 684 Internal Trip Capture Estimation Tool. Internal capture includes the office portion of the industrial buildings that are in close proximity to the retail/restaurant uses (Buildings 5, 6, 7, and 8).

⁴ Source: ITE Trip Generation Handbook, 3rd Edition, 2017.

APPENDIX 3:

MODIFIED PROJECT TRIP GENERATION

TABLE 3-1: PROPOSED PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 1									
Building 1: High-Cube Fulfillment	1,420.000	TSF							
Passenger Cars:			113	34	147	57	147	204	2,486
Truck Trips:									
2-4-axle:			9	3	12	4	11	15	230
5+-axle:			12	4	16	4	10	14	308
Total Trucks:			21	7	28	8	21	29	538
Building 1 Total Trips ²			134	41	175	65	168	233	3,024
Building 2: High-Cube Fulfillment	1,386.000	TSF							
Passenger Cars:			110	33	143	56	144	200	2,426
Truck Trips:									
2-4-axle:			9	3	12	4	11	15	226
5+-axle:			12	4	16	4	10	14	302
Total Trucks:			21	7	28	8	21	29	528
Building 2 Total Trips ²			131	40	171	64	165	229	2,954
Building 3: High-Cube Fulfillment	575.000	TSF							
Passenger Cars:			46	14	60	23	60	83	1,006
Truck Trips:									
2-4-axle:			4	1	5	2	5	7	94
5+-axle:			5	1	6	2	4	6	126
Total Trucks:			9	2	11	4	9	13	220
Building 3 Total Trips ²			55	16	71	27	69	96	1,226
Building 4: General Light Industrial	44.000	TSF							
Passenger Cars:			26	4	30	4	24	28	202
Truck Trips:									
2-axle:			0	0	0	0	0	0	4
3-axle:			0	0	0	0	0	0	4
4+-axle:			1	0	1	0	0	0	12
Total Trucks:			1	0	1	0	0	0	20
Building 4 Total Trips ²			27	4	31	4	24	28	222
Phase 1 Total Passenger Cars			295	85	380	140	375	515	6,120
Phase 1 Total Trucks			52	16	68	20	51	71	1,306
Phase 1 Total Trips ²			347	101	448	160	426	586	7,426
Phase 2									
Retail (Pad M)	5.005	TSF	4	3	7	11	12	23	248
Internal Capture ³			0	0	0	-2	-2	-4	-40
Pass-By (34% PM/Daily) ⁴			0	0	0	-3	-3	-6	-72
Discount Club	200.000	TSF	80	32	112	424	424	848	8360
Internal Capture ³			-10	-5	-15	-63	-54	-117	-1,158
Pass-By (34% PM/Daily) ⁴			0	0	0	-123	-123	-245	-2,450
Retail Total			74	30	104	244	254	499	4,888
Fast-Food Without Drive-Through	7.508	TSF	113	75	188	106	106	212	2600
Internal Capture ³			-5	-5	-10	-40	-47	-87	-1,068
Pass-By (43% PM/Daily) ⁴			0	0	0	-25	-25	-51	-660
High Turnover Sit-Down Restaurant (Pad A, B, H, I, J)	10.595	TSF	4	4	8	55	27	83	890
Internal Capture ³			-2	-2	-4	-14	-17	-31	-332
Pass-By (43% PM/Daily) ⁴			0	0	0	-5	-5	-10	-240

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Fast-Food Restaurant with Drive-Thru (Pad N, O)	0.645	TSF	13	13	26	11	10	21	304
<i>Internal Capture</i> ³			-1	-1	-1	-5	-6	-10	-148
<i>Pass-By (49% AM; 50% PM/Daily)</i> ⁴			-6	-6	-12	-2	-2	-5	-68
Restaurant Total			117	77	194	81	42	122	1,278
Hotel (Pad F)	125	RM	35	24	59	38	37	75	1,046
<i>Internal Capture</i> ³			-1	-5	-6	-16	-15	-31	-434
Hotel Total			34	19	53	22	22	44	612
Total Retail Passenger Cars			225	126	351	347	318	665	6,778
Total Retail Trucks			0	0	0	0	0	0	0
Total Retail Trips ²			225	126	351	347	318	665	6,778
Phase 2 Only Total Passenger Cars			225	126	351	347	318	665	6,778
Phase 2 Only Total Trucks			0	0	0	0	0	0	0
Phase 2 Only Total Trips ²			225	126	351	347	318	665	6,778
Phase 1+2 Total Passenger Cars			520	211	731	487	693	1,180	12,898
Phase 1+2 Total Trucks			52	16	68	20	51	71	1,306
Phase 1+2 Total Trips ²			572	227	799	507	744	1,251	14,204
Phase 3									
Building 7: High-Cube Transload	896.000	TSF							
Passenger Cars:			44	13	57	21	54	75	1,054
Truck Trips:									
2-axle:			2	1	3	1	2	3	34
3-axle:			2	1	3	1	2	3	42
4+-axle:			7	2	9	3	6	9	126
Total Trucks:			11	4	15	5	10	15	202
Building 7 Total Trips ²			55	17	72	26	64	90	1,256
Building 10: General Light Industrial (50%)	111.000	TSF							
Passenger Cars:			66	9	75	9	60	69	508
Truck Trips:									
2-axle:			0	0	0	0	0	0	8
3-axle:			0	0	0	0	0	0	10
4+-axle:			1	0	1	0	1	1	28
Total Trucks:			1	0	1	0	1	1	46
Building 10: Warehousing (50%)	111.000	TSF							
Passenger Cars:			13	4	17	5	13	18	142
Truck Trips:									
2-axle:			0	0	0	0	0	0	10
3-axle:			0	0	0	0	0	0	12
4+-axle:			1	0	1	1	1	2	34
Total Trucks:			1	0	1	1	1	2	56
Building 10 Passenger Cars			79	13	92	14	73	87	650
Building 10 Trucks			2	0	2	1	2	3	102
Building 10 Total Trips ²			81	13	94	15	75	90	752
Phase 3 Only Total Passenger Cars			123	26	149	35	127	162	1,704
Phase 3 Only Total Trucks			13	4	17	6	12	18	304
Phase 3 Only Total Trips ²			136	30	166	41	139	180	2,008
Phase 1+2+3 Total Passenger Cars			643	237	880	522	820	1,342	14,602
Phase 1+2+3 Total Trucks			65	20	85	26	63	89	1,610
Phase 1+2+3 Total Trips ²			708	257	965	548	883	1,431	16,212

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 4									
Building 8: High-Cube Parcel Hub	250.000	TSF							
Passenger Cars:			83	83	166	108	51	159	1,054
Truck Trips:									
2-axle:			1	1	2	0	0	0	18
3-axle:			1	1	2	0	0	0	22
4+-axle:			3	3	6	1	0	1	66
Total Trucks:			5	5	10	1	0	1	106
Building 8 Total Trips²			88	88	176	109	51	160	1,160
Building 9: Warehousing	274.000	TSF							
Passenger Cars:			31	9	40	12	32	44	348
Truck Trips:									
2-axle:			1	0	1	0	1	1	22
3-axle:			1	0	1	0	1	1	28
4+-axle:			3	1	4	1	4	5	82
Total Trucks:			5	1	6	1	6	7	132
Building 9 Passenger Cars			31	9	40	12	32	44	348
Building 9 Trucks			5	1	6	1	6	7	132
Building 9 Total Trips²			36	10	46	13	38	51	480
Total Industrial Trips									
Phase 4 Only Passenger Cars			114	92	206	120	83	203	1,402
Phase 4 Only Trucks			10	6	16	2	6	8	238
Phase 4 Only Total Trips²			124	98	222	122	89	211	1,640
Project Buildout (Phase 1+2+3+4) Total Passenger Cars			757	329	1,086	642	903	1,545	16,004
Project Buildout (Phase 1+2+3+4) Total Trucks			75	26	101	28	69	97	1,848
Project Buildout (Phase 1+2+3+4) Total Trips²			832	355	1,187	670	972	1,642	17,852

¹ TSF = thousand square feet; RM = Rooms

² Total Trips = Passenger Cars + Truck Trips.

³ Internal capture calculated from NCHRP 684 Internal Trip Capture Estimation Tool. Internal capture includes the office portion of the industrial buildings that are in close proximity to the retail/restaurant uses (Buildings 5, 6, 7, and 8).

⁴ Source: ITE Trip Generation Handbook, 3rd Edition, 2017.

APPENDIX 1:

TRIP GENERATION RATES

TABLE 1-1: ITE TRIP GENERATION RATES

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
General Light Industrial ³	TSF	110	0.616	0.084	0.700	0.082	0.548	0.630	4.960
Passenger Cars			0.598	0.081	0.679	0.080	0.537	0.617	4.563
2-Axle Trucks			0.003	0.000	0.004	0.000	0.002	0.002	0.066
3-Axle Trucks			0.004	0.001	0.004	0.000	0.002	0.003	0.082
4+-Axle Trucks			0.012	0.002	0.013	0.001	0.007	0.008	0.248
Warehousing ³	TSF	150	0.131	0.039	0.170	0.051	0.139	0.190	1.740
Passenger Cars			0.114	0.034	0.148	0.044	0.118	0.162	1.270
2-Axle Trucks			0.003	0.001	0.004	0.001	0.003	0.005	0.078
3-Axle Trucks			0.004	0.001	0.005	0.002	0.004	0.006	0.097
4+-Axle Trucks			0.011	0.003	0.014	0.005	0.013	0.018	0.294
High-Cube Transload and Short-Term Storage Warehouse (Without Cold Storage) ³	TSF	154	0.062	0.018	0.080	0.028	0.072	0.100	1.400
Passenger Cars			0.049	0.015	0.064	0.024	0.060	0.084	1.176
2-Axle Trucks			0.002	0.001	0.003	0.001	0.002	0.003	0.037
3-Axle Trucks			0.003	0.001	0.003	0.001	0.002	0.003	0.046
4+-Axle Trucks			0.008	0.002	0.010	0.003	0.007	0.010	0.140
High-Cube Fulfillment Center Warehouse ⁴	TSF	--	0.094	0.028	0.122	0.046	0.119	0.165	2.129
Passenger Cars			0.079	0.024	0.103	0.040	0.104	0.144	1.750
2-4 Axle Trucks			0.006	0.002	0.008	0.003	0.008	0.011	0.162
5+-Axle Trucks			0.008	0.003	0.011	0.003	0.007	0.010	0.217
High-Cube Parcel Hub ^{3,5}	TSF	156	0.350	0.350	0.700	0.435	0.205	0.640	4.630
Passenger Cars			0.333	0.333	0.352	0.431	0.203	0.452	4.213
2-Axle Trucks			0.003	0.003	0.058	0.001	0.000	0.031	0.070
3-Axle Trucks			0.004	0.004	0.072	0.001	0.000	0.039	0.086
4+-Axle Trucks			0.011	0.011	0.218	0.003	0.001	0.117	0.261
High-Cube Cold Storage Warehouse (With Cold Storage) ³	TSF	157	0.085	0.025	0.110	0.032	0.088	0.120	2.120
Passenger Cars			0.062	0.018	0.080	0.025	0.067	0.092	1.378
2-Axle Trucks			0.008	0.002	0.010	0.003	0.007	0.010	0.257
3-Axle Trucks			0.003	0.001	0.003	0.001	0.002	0.003	0.082
4+-Axle Trucks			0.012	0.004	0.016	0.004	0.011	0.015	0.403

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Truck Stop	TSF	950	13.245	13.245	26.490	12.047	10.683	22.730	455.530
Passenger Cars			8.874	8.874	17.748	8.312	7.371	15.684	300.650
Total Trucks			4.371	4.371	8.742	3.735	3.312	7.046	154.880
2-Axle Trucks (4.9%)			0.214	0.214	0.428	0.183	0.162	0.345	7.589
3-Axle Trucks (16.2%)			0.708	0.708	1.416	0.605	0.537	1.142	25.091
4+-Axle Trucks (78.9%)			3.449	3.449	6.897	2.947	2.613	5.560	122.200
K-1 Kart Racing ⁷	TSF	--	N/A	N/A	N/A	0.36	0.27	0.63	6.76
Rock Climbing ⁶	TSF	434	0.46	0.94	1.40	0.93	0.71	1.64	16.40
Health/Fitness Club ⁶	TSF	492	0.67	0.64	1.31	1.97	1.48	3.45	34.50
Trampoline Park ⁶	TSF	436	N/A	N/A	N/A	0.72	0.78	1.50	15.00
Medical-Dental Office	TSF	720	2.17	0.61	2.78	0.97	2.49	3.46	34.80
Shopping Center ⁵	TSF	820	0.82	0.51	1.33	2.23	2.41	4.64	49.55
Shopping Center ⁸	TSF	820	0.82	0.51	1.33	2.23	2.41	4.64	49.55
Discount Club	TSF	857	0.40	0.16	0.56	2.12	2.12	4.24	41.80
Quality Restaurant	TSF	931	0.37	0.37	0.73	5.23	2.57	7.80	83.84
High Turnover Sit-Down Restaurant	TSF	932	5.47	4.47	9.94	6.06	3.71	9.77	112.18
Fast-food Without Drive-Thru	TSF	933	15.06	10.04	25.10	14.17	14.17	28.34	346.23
Fast-Food Restaurant with Drive-Thru Window	TSF	934	20.50	19.69	40.19	16.99	15.68	32.67	470.95
Hotel	RM	310	0.28	0.19	0.47	0.31	0.29	0.60	8.36

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² TSF = thousand square feet; RM = Rooms

³ Vehicle Mix Source: ITE Trip Generation Handbook Supplement (2020), Appendix C.

Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.

Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

Normalized % - With Cold Storage: 34.7% 2-Axle trucks, 11.0% 3-Axle trucks, 54.3% 4-Axle trucks.

⁴ Vehicle Mix Source: High Cube Warehouse Trip Generation Study, WSP, January 29, 2019.

Inbound and outbound split source: ITE Trip Generation Manual, Tenth Edition (2017) for ITE Land Use Code 154.

⁵ Rate based on the regression equation from the ITE Trip Generation Manual, Tenth Edition (2017), for 12,000 sf.

⁶ No weekday daily value provided in ITE. Estimated based on 10 times the PM peak hour.

⁷ Source: Trip Generation and Parking Rate Analysis for the proposed K-1 Speed Indoor Kart Track, Linscott Law & Greenspan Engineers, June 20, 2005.

⁸ Rate based on the regression equation from the ITE Trip Generation Manual, Tenth Edition (2017), for 19,500 sf.



APPENDIX 2:

PROJECT TRIP GENERATION – 2023 SUPPLEMENTAL TRAFFIC ASSESSMENT

TABLE 2-1: 2023 SUPPLEMENTAL TRAFFIC ASSESSMENT PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 1									
Building 1: High-Cube Fulfillment	1,420,000	TSF							
Passenger Cars:			113	34	147	57	147	204	2,486
Truck Trips:									
2-4-axle:			9	3	12	4	11	15	230
5+-axle:			12	4	16	4	10	14	308
Total Trucks:			21	7	28	8	21	29	538
Building 1 Total Trips²			134	41	175	65	168	233	3,024
Building 2: High-Cube Fulfillment	1,386,000	TSF							
Passenger Cars:			110	33	143	56	144	200	2,426
Truck Trips:									
2-4-axle:			9	3	12	4	11	15	226
5+-axle:			12	4	16	4	10	14	302
Total Trucks:			21	7	28	8	21	29	528
Building 2 Total Trips²			131	40	171	64	165	229	2,954
Building 3: High-Cube Fulfillment	575,000	TSF							
Passenger Cars:			46	14	60	23	60	83	1,006
Truck Trips:									
2-4-axle:			4	1	5	2	5	7	94
5+-axle:			5	1	6	2	4	6	126
Total Trucks:			9	2	11	4	9	13	220
Building 3 Total Trips²			55	16	71	27	69	96	1,226
Building 4: General Light Industrial	44,000	TSF							
Passenger Cars:			26	4	30	4	24	28	202
Truck Trips:									
2-axle:			0	0	0	0	0	0	4
3-axle:			0	0	0	0	0	0	4
4+-axle:			1	0	1	0	0	0	12
Total Trucks:			1	0	1	0	0	0	20
Building 4 Total Trips²			27	4	31	4	24	28	222
Phase 1 Total Passenger Cars			295	85	380	140	375	515	6,120
Phase 1 Total Trucks			52	16	68	20	51	71	1,306
Phase 1 Total Trips²			347	101	448	160	426	586	7,426
Phase 2									
Retail (Pad M)	12,000	TSF	10	6	16	27	29	56	596
Internal Capture ³			-4	-2	-6	-10	-7	-18	-192
Pass-By (34% PM/Daily) ⁴			0	0	0	-6	-6	-11	-138
Go-Kart Racing (Pad D-2)	40,700	TSF	0	0	0	15	11	26	276
Internal Capture ³			-2	-1	-3	-5	-3	-8	-90
Rock Climbing (Pad C-3)	13,000	TSF	6	12	18	12	9	21	214
Internal Capture ³			-1	-1	-2	-4	-3	-6	-66
Trampoline Park (L-3)	12,500	TSF	0	0	0	9	10	19	188
Internal Capture ³			0	0	0	-3	-2	-6	-58
Health/Fitness Club (Pad C-1, C-2, D-1, D-3, D-4, D-5, D-6, D-7, E, L-1, L-2)	116,700	TSF	78	75	153	229	173	403	4,028
Internal Capture ³			-26	-15	-41	-70	-51	-121	-1,212
Retail Total			61	74	135	194	160	354	3,546
Quality Restaurant (Pad K-1)	9,500	TSF	3	3	7	50	24	74	798
Internal Capture ³			-12	-8	-20	-21	-23	-44	-480
Pass-By (44% PM/Daily) ⁴			0	0	0	0	0	-1	-140
High Turnover Sit-Down Restaurant (Pad A, B, H, I, J)	40,000	TSF	15	15	29	209	103	312	3,354
Internal Capture ³			-30	-22	-52	-55	-62	-116	-1,254
Pass-By (43% PM/Daily) ⁴			0	0	0	-18	-18	-36	-904

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Fast-Food Restaurant with Drive-Thru (Pad N, O)	7.000	TSF	143	138	281	119	110	229	3,298
<i>Internal Capture</i> ³			-18	-13	-31	-33	-37	-70	-1,012
<i>Pass-By (49% AM; 50% PM/Daily)</i> ⁴			-61	-61	-123	-36	-36	-73	-1,050
Restaurant Total			40	52	92	214	61	275	2,610
Medical-Dental Office (Pad K-2, K-3, K-4, K-5)	9.500	TSF	21	6	26	9	24	33	332
<i>Internal Capture</i> ³			-11	-5	-15	-3	-9	-12	-118
Office Total			10	1	11	6	15	21	214
Hotel (Pad F)	125	RM	35	24	59	38	37	75	1,046
<i>Internal Capture</i> ³			-1	-11	-12	-23	-25	-48	-670
Hotel Total			34	13	47	15	12	27	376
Truck Stop (Pad G)	7.500	TSF							
Passenger Cars:			67	67	133	62	55	118	2,256
<i>Internal Capture</i> ³			-16	-9	-25	-39	-28	-68	-1,300
Net Passenger Car Trips:			51	57	108	23	27	50	956
Truck Trips:									
2-axle:			2	2	4	1	1	2	58
3-axle:			5	5	10	5	4	9	188
4+-axle:			26	26	52	22	20	42	918
Total Trucks:			33	33	66	28	25	53	1,164
Truck Stop			84	90	174	51	52	103	2,120
Total Retail Passenger Cars			196	196	393	452	274	726	7,702
Total Retail Trucks			33	33	66	28	25	53	1,164
Total Retail Trips²			229	229	459	480	299	779	8,866
Building 5: Warehousing	105.500	TSF							
Passenger Cars:			12	4	16	5	12	17	134
<i>Internal Capture</i> ³ :			-2	-3	-5	-1	-1	-2	-16
Net Passenger Car Trips:			10	1	11	4	11	15	118
Truck Trips:									
2-axle:			0	0	0	0	0	0	8
3-axle:			0	0	0	0	0	0	10
4+-axle:			1	0	1	1	1	2	32
Total Trucks:			1	0	1	1	1	2	50
Building 5 Total Trips²			11	1	12	5	12	17	168
Building 6: General Light Industrial	42.500	TSF							
Passenger Cars:			25	3	28	3	23	26	194
<i>Internal Capture</i> ³ :			-3	-2	-5	-1	-2	-3	-22
Net Passenger Car Trips:			22	1	23	2	21	23	172
Truck Trips:									
2-axle:			0	0	0	0	0	0	4
3-axle:			0	0	0	0	0	0	4
4+-axle:			0	0	0	0	0	0	12
Total Trucks:			0	0	0	0	0	0	20
Building 6 Total Trips²			22	1	23	2	21	23	192
High-Cube Cold Storage	330.000	TSF							
Passenger Cars:			20	6	26	8	22	30	456
<i>Internal Capture</i> ³ :			-11	-5	-15	-3	-9	-12	-180
Net Passenger Car Trips:			9	1	11	5	13	18	276
Truck Trips:									
2-axle:			3	1	4	1	2	3	86
3-axle:			1	0	1	0	1	1	28
4+-axle:			4	1	5	1	4	5	134
- Truck Trips			8	2	10	2	7	9	248
Cold Storage Total Trips²			17	3	21	7	20	27	524
Phase 2 Only Total Passenger Cars			238	199	438	464	319	783	8,268
Phase 2 Only Total Trucks			42	35	77	31	33	64	1,482
Phase 2 Only Total Trips²			280	234	515	495	352	847	9,750
Phase 1+2 Total Passenger Cars			533	284	818	604	694	1,298	14,388
Phase 1+2 Total Trucks			94	51	145	51	84	135	2,788
Phase 1+2 Total Trips²			627	335	963	655	778	1,433	17,176

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 3									
Building 7: High-Cube Transload	896.000	TSF							
Passenger Cars:			44	13	57	21	54	75	1,054
<i>Internal Capture³:</i>			-14	-12	-26	-4	-11	-16	-222
Net Passenger Car Trips:			30	1	31	17	43	59	832
Truck Trips:									
2-axle:			2	1	3	1	2	3	34
3-axle:			2	1	3	1	2	3	42
4+-axle:			7	2	9	3	6	9	126
Total Trucks:			11	4	15	5	10	15	202
Building 7 Total Trips²			41	5	46	22	53	74	1,034
Building 10: General Light Industrial (50%)	111.000	TSF							
Passenger Cars:			66	9	75	9	60	69	508
Truck Trips:									
2-axle:			0	0	0	0	0	0	8
3-axle:			0	0	0	0	0	0	10
4+-axle:			1	0	1	0	1	1	28
Total Trucks:			1	0	1	0	1	1	46
Building 10: Warehousing (50%)	111.000	TSF							
Passenger Cars:			13	4	17	5	13	18	142
Truck Trips:									
2-axle:			0	0	0	0	0	0	10
3-axle:			0	0	0	0	0	0	12
4+-axle:			1	0	1	1	1	2	34
Total Trucks:			1	0	1	1	1	2	56
Building 10 Passenger Cars			79	13	92	14	73	87	650
Building 10 Trucks			2	0	2	1	2	3	102
Building 10 Total Trips²			81	13	94	15	75	90	752
Phase 3 Only Total Passenger Cars			109	14	123	31	116	146	1,482
Phase 3 Only Total Trucks			13	4	17	6	12	18	304
Phase 3 Only Total Trips²			122	18	140	37	128	164	1,786
Phase 1+2+3 Total Passenger Cars			642	299	941	634	810	1,444	15,870
Phase 1+2+3 Total Trucks			107	55	162	57	96	153	3,092
Phase 1+2+3 Total Trips²			749	354	1,103	691	906	1,597	18,962

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 4									
Building 8: High-Cube Parcel Hub	250.000	TSF							
Passenger Cars:			83	83	166	108	51	159	1,054
<i>Internal Capture³:</i>			-14	-48	-62	-4	-11	-16	-106
Net Passenger Car Trips:			69	35	104	104	40	143	948
Truck Trips:									
2-axle:			1	1	2	0	0	0	18
3-axle:			1	1	2	0	0	0	22
4+-axle:			3	3	6	1	0	1	66
Total Trucks:			5	5	10	1	0	1	106
Building 8 Total Trips²			74	40	114	105	40	144	1,054
Building 9: Warehousing	274.000	TSF							
Passenger Cars:			31	9	40	12	32	44	348
Truck Trips:									
2-axle:			1	0	1	0	1	1	22
3-axle:			1	0	1	0	1	1	28
4+-axle:			3	1	4	1	4	5	82
Total Trucks:			5	1	6	1	6	7	132
Building 9 Total Trips²			36	10	46	13	38	51	480
Total Industrial Trips									
Phase 4 Only Passenger Cars			100	44	144	116	72	187	1,296
Phase 4 Only Trucks			10	6	16	2	6	8	238
Phase 4 Only Total Trips²			110	50	160	118	78	195	1,534
Project Buildout (Phase 1+2+3+4) Total Passenger Cars			742	343	1,086	750	881	1,631	17,166
Project Buildout (Phase 1+2+3+4) Total Trucks			117	61	178	59	102	161	3,330
Project Buildout (Phase 1+2+3+4) Total Trips²			859	404	1,264	809	983	1,792	20,496

¹ TSF = thousand square feet; RM = Rooms

² Total Trips = Passenger Cars + Truck Trips.

³ Internal capture calculated from NCHRP 684 Internal Trip Capture Estimation Tool. Internal capture includes the office portion of the industrial buildings that are in close proximity to the retail/restaurant uses (Buildings 5, 6, 7, and 8).

⁴ Source: ITE [Trip Generation Handbook](#), 3rd Edition, 2017.



APPENDIX 3:

PROPOSED PROJECT TRIP GENERATION

TABLE 3-1: PROPOSED PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 1									
Building 1: High-Cube Fulfillment	1,420.000	TSF							
Passenger Cars:			113	34	147	57	147	204	2,486
Truck Trips:									
2-4-axle:			9	3	12	4	11	15	230
5+-axle:			12	4	16	4	10	14	308
Total Trucks:			21	7	28	8	21	29	538
Building 1 Total Trips ²			134	41	175	65	168	233	3,024
Building 2: High-Cube Fulfillment	1,386.000	TSF							
Passenger Cars:			110	33	143	56	144	200	2,426
Truck Trips:									
2-4-axle:			9	3	12	4	11	15	226
5+-axle:			12	4	16	4	10	14	302
Total Trucks:			21	7	28	8	21	29	528
Building 2 Total Trips ²			131	40	171	64	165	229	2,954
Building 3: High-Cube Fulfillment	575.000	TSF							
Passenger Cars:			46	14	60	23	60	83	1,006
Truck Trips:									
2-4-axle:			4	1	5	2	5	7	94
5+-axle:			5	1	6	2	4	6	126
Total Trucks:			9	2	11	4	9	13	220
Building 3 Total Trips ²			55	16	71	27	69	96	1,226
Building 4: General Light Industrial	44.000	TSF							
Passenger Cars:			26	4	30	4	24	28	202
Truck Trips:									
2-axle:			0	0	0	0	0	0	4
3-axle:			0	0	0	0	0	0	4
4+-axle:			1	0	1	0	0	0	12
Total Trucks:			1	0	1	0	0	0	20
Building 4 Total Trips ²			27	4	31	4	24	28	222
Phase 1 Total Passenger Cars			295	85	380	140	375	515	6,120
Phase 1 Total Trucks			52	16	68	20	51	71	1,306
Phase 1 Total Trips ²			347	101	448	160	426	586	7,426
Phase 2									
Retail (Pad M)	5.005	TSF	4	3	7	11	12	23	248
Internal Capture ³			0	0	0	-2	-2	-4	-40
Pass-By (34% PM/Daily) ⁴			0	0	0	-3	-3	-6	-72
Discount Club	200.000	TSF	80	32	112	424	424	848	8360
Internal Capture ³			-10	-5	-15	-63	-54	-117	-1,158
Pass-By (34% PM/Daily) ⁴			0	0	0	-123	-123	-245	-2,450
Retail Total			74	30	104	244	254	499	4,888
Fast-Food Without Drive-Through	7.508	TSF	113	75	188	106	106	212	2600
Internal Capture ³			-5	-5	-10	-40	-47	-87	-1,068
Pass-By (43% PM/Daily) ⁴			0	0	0	-25	-25	-51	-660
High Turnover Sit-Down Restaurant (Pad A, B, H, I, J)	10.595	TSF	4	4	8	55	27	83	890
Internal Capture ³			-2	-2	-4	-14	-17	-31	-332
Pass-By (43% PM/Daily) ⁴			0	0	0	-5	-5	-10	-240

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Fast-Food Restaurant with Drive-Thru (Pad N, O)	0.645	TSF	13	13	26	11	10	21	304
<i>Internal Capture</i> ³			-1	-1	-1	-5	-6	-10	-148
<i>Pass-By (49% AM; 50% PM/Daily)</i> ⁴			-6	-6	-12	-2	-2	-5	-68
Restaurant Total			117	77	194	81	42	122	1,278
Hotel (Pad F)	125	RM	35	24	59	38	37	75	1,046
<i>Internal Capture</i> ³			-1	-5	-6	-16	-15	-31	-434
Hotel Total			34	19	53	22	22	44	612
Total Retail Passenger Cars			225	126	351	347	318	665	6,778
Total Retail Trucks			0	0	0	0	0	0	0
Total Retail Trips ²			225	126	351	347	318	665	6,778
Phase 2 Only Total Passenger Cars			225	126	351	347	318	665	6,778
Phase 2 Only Total Trucks			0	0	0	0	0	0	0
Phase 2 Only Total Trips ²			225	126	351	347	318	665	6,778
Phase 1+2 Total Passenger Cars			520	211	731	487	693	1,180	12,898
Phase 1+2 Total Trucks			52	16	68	20	51	71	1,306
Phase 1+2 Total Trips ²			572	227	799	507	744	1,251	14,204
Phase 3									
Building 7: High-Cube Transload	896.000	TSF							
Passenger Cars:			44	13	57	21	54	75	1,054
Truck Trips:									
2-axle:			2	1	3	1	2	3	34
3-axle:			2	1	3	1	2	3	42
4+-axle:			7	2	9	3	6	9	126
Total Trucks:			11	4	15	5	10	15	202
Building 7 Total Trips ²			55	17	72	26	64	90	1,256
Building 10: General Light Industrial (50%)	111.000	TSF							
Passenger Cars:			66	9	75	9	60	69	508
Truck Trips:									
2-axle:			0	0	0	0	0	0	8
3-axle:			0	0	0	0	0	0	10
4+-axle:			1	0	1	0	1	1	28
Total Trucks:			1	0	1	0	1	1	46
Building 10: Warehousing (50%)	111.000	TSF							
Passenger Cars:			13	4	17	5	13	18	142
Truck Trips:									
2-axle:			0	0	0	0	0	0	10
3-axle:			0	0	0	0	0	0	12
4+-axle:			1	0	1	1	1	2	34
Total Trucks:			1	0	1	1	1	2	56
Building 10 Passenger Cars			79	13	92	14	73	87	650
Building 10 Trucks			2	0	2	1	2	3	102
Building 10 Total Trips ²			81	13	94	15	75	90	752
Phase 3 Only Total Passenger Cars			123	26	149	35	127	162	1,704
Phase 3 Only Total Trucks			13	4	17	6	12	18	304
Phase 3 Only Total Trips ²			136	30	166	41	139	180	2,008
Phase 1+2+3 Total Passenger Cars			643	237	880	522	820	1,342	14,602
Phase 1+2+3 Total Trucks			65	20	85	26	63	89	1,610
Phase 1+2+3 Total Trips ²			708	257	965	548	883	1,431	16,212

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Phase 4									
Building 8: High-Cube Parcel Hub	250.000	TSF							
Passenger Cars:			83	83	166	108	51	159	1,054
Truck Trips:									
2-axle:			1	1	2	0	0	0	18
3-axle:			1	1	2	0	0	0	22
4+-axle:			3	3	6	1	0	1	66
Total Trucks:			5	5	10	1	0	1	106
Building 8 Total Trips²			88	88	176	109	51	160	1,160
Building 9: Warehousing	274.000	TSF							
Passenger Cars:			31	9	40	12	32	44	348
Truck Trips:									
2-axle:			1	0	1	0	1	1	22
3-axle:			1	0	1	0	1	1	28
4+-axle:			3	1	4	1	4	5	82
Total Trucks:			5	1	6	1	6	7	132
Building 9 Passenger Cars			31	9	40	12	32	44	348
Building 9 Trucks			5	1	6	1	6	7	132
Building 9 Total Trips²			36	10	46	13	38	51	480
Total Industrial Trips									
Phase 4 Only Passenger Cars			114	92	206	120	83	203	1,402
Phase 4 Only Trucks			10	6	16	2	6	8	238
Phase 4 Only Total Trips²			124	98	222	122	89	211	1,640
Project Buildout (Phase 1+2+3+4) Total Passenger Cars			757	329	1,086	642	903	1,545	16,004
Project Buildout (Phase 1+2+3+4) Total Trucks			75	26	101	28	69	97	1,848
Project Buildout (Phase 1+2+3+4) Total Trips²			832	355	1,187	670	972	1,642	17,852

¹ TSF = thousand square feet; RM = Rooms

² Total Trips = Passenger Cars + Truck Trips.

³ Internal capture calculated from NCHRP 684 Internal Trip Capture Estimation Tool. Internal capture includes the office portion of the industrial buildings that are in close proximity to the retail/restaurant uses (Buildings 5, 6, 7, and 8).

⁴ Source: ITE Trip Generation Handbook, 3rd Edition, 2017.

ATTACHMENT B:
AIR QUALITY & GHG

TECHNICAL MEMORANDUM

DATE: September 2, 2025
TO: J.J. Jenkins, NP Banning Industrial, LLC
FROM: Haseeb Qureshi, Urban Crossroads, Inc.
JOB NO: 13534-14 AQ & GHG Assesment

SUBJECT: MODIFIED SUNSET CROSSROADS (SP NO. 20-20000002) AIR QUALITY AND GREENHOUSE GAS ASSESSMENT

Urban Crossroads, Inc. has prepared the following Air Quality and Greenhouse Gas (GHG) Assessment for the Modified Sunset Crossroads Project (Modified Project), which is located south of the I-10 Freeway and west of Sunset Avenue in the City of Banning. This technical memorandum presents the updated AQ and GHG emissions based on the proposed change in land uses and provides a comparison of the analysis findings to those previously presented in the Sunset Crossroads Specific Plan Supplemental Air Quality Assessment (dated July 11, 2024) and the Sunset Crossroads Supplemental Greenhouse Gas (GHG) Emissions Assessment (dated June 28, 2024), both of which are included in the Sunset Crossroads Final Environmental Impact Report (FEIR) (SCH No. 2021020011) dated July 2024, Appendix C-5 and Appendix C-6; hereafter referred to as the “2024 AQ Assessment” and “2024 GHG Assessment”. Specifically, the purpose of this assessment is to determine whether the Modified Project’s proposed land use changes would result in any new AQ or GHG impacts compared to what was previously disclosed in the FEIR.

PROJECT BACKGROUND

The Project, as evaluated in the FEIR included the following mix of uses:

- 3,381,000 square feet of High-Cube Fulfillment Center Warehouse use
- 197,500 square feet of General Light Industrial use
- 490,500 square feet of Warehousing use
- 896,000 square feet of High-Cube Transload and Short-term Storage Warehouse use
- 250,000 square feet of High-Cube Parcel Hub Warehouse use
- 330,000 square feet of High-Cube Cold Storage Warehouse use
- 12,000 square feet of Retail use
- 40,700 square feet of Go-Kart Racing use
- 13,000 square feet of Rock Climbing use

- 12,500 square feet of Trampoline Park use
- 116,700 square feet of Health/Fitness Club
- 9,500 square feet of Quality Restaurant use
- 40,000 square feet of High Turnover Sit-Down Restaurant use
- 7,000 square feet of Fast-Food Restaurant with Drive-Through Window use
- 9,500 square feet of Medical-Dental Office use
- 125-room Hotel
- 7,500 square foot Truck Stop

The following assessment compares the Modified Project with the changes proposed as part of the Development Agreement to ensure the environmental effects are less than those already disclosed in either of the prior studies. Specifically, the changes to the latest Modified Project are outlined as follows:

- Removal of 330,000 square feet of High-Cube Cold Storage Use (Buildings 5 & 6)
- Removal of 105,500 square feet of Warehousing use (Buildings 5 & 6)
- Removal of 42,500 square feet of General Light Industrial use (Buildings 5 & 6)
- Removal of 40,700 square feet of Go-Kart Racing use
- Removal of 13,000 square feet of Rock Climbing use
- Removal of 116,700 square feet of Health/Fitness Club use
- Removal of 9,500 square feet of Medical-Dental Office use
- Removal of 7,500 square feet of Truck Stop use
- Removal of 9,500 square foot Quality Restaurant use
- Reduce Retail use from 12,000 square feet to 5,005 square feet
- Reduce High Turnover Sit-down Restaurant use from 40,000 square feet to 10,595 square feet
- Reduce Fast-food Restaurant With Drive-Through Window use from 7,000 square feet to 645 square feet
- Addition of 200,000 square feet of Discount Club use
- Addition of 7,508 square feet of Fast-Food Without Drive-Through Window use

This results in a total reduction of 478,000 square feet of Industrial use along with a total reduction of 239,655 square feet of Commercial Retail uses and replacing these uses with 200,000 square feet of Discount Club use and 7,508 square feet of Fast-Food Without Drive-Through Window use. These modifications to the Project result in a net reduction of 1,162 passenger car and 1,482 truck trips per day compared to the Project as evaluated in the FEIR, which results in a reduction of emissions. Additionally, the removal of the High-Cube Cold Storage Use further reduces emissions since that land use type specifically includes Transport Refrigeration Units (TRUs) on the trucks, which would no longer be required. All other Industrial and Retail uses remain the same.

2024 FEIR AIR QUALITY AND GHG ASSESSMENT

Table 1 below summarizes the mitigated operational emissions for the project identified in the 2024 FEIR (See Appendix C-5, Table 6, Completed Development Project).

TABLE 1: REGIONAL MITIGATED OPERATIONAL EMISSIONS – 2024 FEIR

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Completed Development	188	420	537	3	220	63
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	NO	NO	YES	YES

Table 2 below presents the mitigated operational GHG emissions identified in the 2024 FEIR (Appendix C-6, Table F, Total Operational Emissions).

TABLE 2: MITIGATED OPERATIONAL GHG EMISSIONS – 2024 FEIR

Emission Source	Emissions (MT/yr)
	Total CO ₂ e
Total Operational Emissions	44,174.26

MODIFIED PROJECT

As previously stated, the Modified Project includes a total reduction of 478,000 square feet of Industrial use along with a total reduction of 239,655 square feet of Commercial Retail uses and replacing these uses with 200,000 square feet of Discount Club use and 7,508 square feet of Fast-Food Without Drive-Through Window use with the following summary of uses:

- 3,381,000 square feet of High-Cube Fulfillment Center Warehouse use
- 155,000 square feet of General Light Industrial use
- 385,000 square feet of Warehousing use
- 896,000 square feet of High-Cube Transload and Short-term Storage Warehouse use
- 250,000 square feet of High-Cube Parcel Hub Warehouse use
- 200,000 square feet of Discount Club use
- 5,005 square feet of Retail use
- 10,595 square feet of High Turnover Sit-Down Restaurant use
- 7,508 square feet of Fast-Food Restaurant without Drive-Through Window use
- 645 square feet of Fast-Food Restaurant with Drive-Through Window use
- 125-room Hotel

Table 3 below presents the operational emissions generated by the Modified Project. Appendix 1 includes the CalEEMod emissions output for the Modified Project. Consistent with the FEIR, the truck trip lengths are based on the average truck trip length from the SCAQMD WAIRE Implementation Guide¹, which identifies a trip length of 15.3 miles for 2-axle trucks, 14.2 miles for 3-axle trucks, and 39.9 miles for 4+ axle trucks. This results in a weighted average for the General Light Industrial Land use of 29.98 miles and 30.44 miles for the Warehousing, High-Cube Transload Warehouse, and High-Cube Parcel Hub Warehouse land use categories. As previously noted, the Modified Project result in a net reduction of 1,162 passenger car and 1,482 truck trips per day

¹ South Coast Air Quality Management District (SCAQMD). 2021. Rule 2305 Warehouse Indirect Source Rule. June. Website: www.aqmd.gov/docs/default-source/planning/fbmsm-docs/waire-implementation-guidelines.pdf (accessed April 2024). An attachment of the WAIRE Implementation Guidelines is appended to this assessment as Attachment "A".

compared to the Project as evaluated in the FEIR, which consequently results in a reduction of emissions. Additionally, the removal of the High-Cube Cold Storage Use further reduces emissions since that land use type specifically includes Transport Refrigeration Units (TRUs) on the trucks, which would no longer be required.

TABLE 3: SUMMARY OF MITIGATED OPERATIONAL EMISSIONS – MODIFIED PROJECT

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Modified Project Operational Emissions	151	263	466	2	190	53
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	NO	NO	YES	NO

Table 4 below presents the operational GHG emissions generated by the Modified Project. Appendix 1 includes the CalEEMod emissions output for the Modified Project.

TABLE 4: SUMMARY OF MITIGATED OPERATIONAL EMISSIONS - MODIFIED PROJECT

Emission Source	Total CO ₂ e Emissions (MT/yr)
Modified Project Operational Emissions	38,875.50

COMPARISON OF 2024 FEIR AND MODIFIED PROJECT AQ EMISSIONS

Table 5 below presents a comparison of the 2024 FEIR and Modified Project AQ emissions. As shown below, the Modified Project would result in a net decrease in air quality emissions when compared to the 2024 FEIR.

TABLE 5: REGIONAL MITIGATED OPERATIONAL AQ EMISSIONS COMPARISON TO FEIR

Scenario	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2024 FEIR Operational Emissions	188	420	537	3	220	63
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	YES	YES	YES	NO	YES	YES
Modified Project Operational Emissions	151	263	466	2	190	53
New Significant Impact?	NO	NO	NO	NO	NO	NO

COMPARISON OF 2024 FEIR AND MODIFIED PROJECT GHG EMISSIONS

Table 6 below presents a comparison of the 2024 FEIR and Modified Project GHG emissions. As shown below, the Modified Project would result in a net decrease in greenhouse gas emissions when compared to the 2024 FEIR.

TABLE 6: ANNUAL MITIGATED OPERATIONAL GHG EMISSIONS COMPARISON TO FEIR

Emission Source	Emissions (MT/yr) Total CO ₂ e
2024 FEIR Operational Emissions	44,174.26
Threshold	3,000
Exceed Threshold?	YES
Modified Project Operational Emissions	38,875.50
New Significant Impact?	NO

CONCLUSION

As summarized in Tables 5 and 6, the Modified Project's emissions would generate less air quality and GHG emissions when compared to the land uses as evaluated in the 2024 FEIR. As such, no new air quality or greenhouse gas impacts occur beyond what was disclosed previously in the FEIR.

If you have any questions, please contact me directly at hqureshi@urbanxroads.com.

APPENDIX 1:

MODIFIED PROJECT CALCEEMOD OUTPUT

AQ EMISSIONS

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Summer						
Area Source ¹	113.61	2.78E-03	0.32	2.00E-05	8.30E-04	8.30E-04
Energy Source ²	0.74	6.77	5.68	0.04	0.51	0.51
Light Duty Vehicle Source ³	31.22	33.89	390.03	1.10	137.80	37.04
Heavy Duty Vehicle Source ⁴	5.14	209.19	70.13	1.17	51.44	15.88
Warehouse Equipment ⁵	0.00	0.00	0.00	0.00	0.00	0.00
Maximum Daily Emissions	150.72	249.84	466.16	2.31	189.76	53.43
Winter						
Area Source ⁶	113.61	2.78E-03	0.32	2.00E-05	8.30E-04	8.30E-04
Energy Source ⁷	0.74	6.77	5.68	0.04	0.51	0.51
Light Duty Vehicle Source ⁸	26.64	35.89	337.69	1.00	137.80	37.04
Heavy Duty Vehicle Source ⁹	4.86	219.87	68.78	1.17	51.44	15.88
Warehouse Equipment	0.00	0.00	0.00	0.00	0.00	0.00
Maximum Daily Emissions	145.85	262.53	412.47	2.21	189.76	53.44
Maximum Daily Emissions ¹⁰						
Area Source	113.61	2.78E-03	0.32	2.00E-05	8.30E-04	8.30E-04
Energy Source	0.74	6.77	5.68	0.04	0.51	0.51
Light Duty Vehicle Source	31.22	35.89	390.03	1.10	137.80	37.04
Heavy Duty Vehicle Source	5.14	219.87	70.13	1.17	51.44	15.88
Warehouses Equipment	0.00	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	151	263	466	2	190	53

¹Area source emissions can be found on page 9 of 20 of the "Sunset Crossroads Operations - All 4 Phases Combined- Light Vehicles - incl. Project Design Features - San Bernardino - South Coast County, Summer" CalEEMod Output file

²Energy source emissions can be found on page 9 of 20 of the "Sunset Crossroads Operations - All 4 Phases Combined- Light Vehicles - incl. Project Design Features - San Bernardino - South Coast County, Summer" CalEEMod Output file

³LD and HD vehicles were analyzed separately. Light duty vehicle source emissions can be found on page 9 of 20 of the "Sunset Crossroads Operations - All 4 Phases Combined- Light Vehicles - incl. Project Design Features - San Bernardino - South Coast County, Summer" CalEEMod Output file

⁴LD and HD vehicles were analyzed separately. HD vehicle trip lengths were adjusted using a weighted average based on the distribution of 2-, 3-, and 4+ axle trucks, consistent with the traffic assessment for each industrial land use modeled in CalEEMod. Heavy duty vehicle source emissions can be found on page 7 of 18 of the "Sunset Crossroads Operations - All 4 Phases Combined- HD Vehicles - incl. Project Design Features - San Bernardino - South Coast County, Summer" CalEEMod Output file

⁵Since the warehouse equipment is electric-powered, no direct emissions are expected

⁶Area source emissions can be found on page 9 of 20 of the "Sunset Crossroads Operations - All 4 Phases Combined- Light Vehicles - incl. Project Design Features - San Bernardino - South Coast County, Winter" CalEEMod Output file

⁷Energy source emissions can be found on page 9 of 20 of the "Sunset Crossroads Operations - All 4 Phases Combined- Light Vehicles - incl. Project Design Features - San Bernardino - South Coast County, Winter" CalEEMod Output file

⁸ Light duty vehicle source emissions can be found on page 9 of 20 of the "Sunset Crossroads Operations - All 4 Phases Combined- Light Vehicles - incl. Project Design Features - San Bernardino - South Coast County, Winter" CalEEMod Output file

⁹ Heavy duty vehicle source emissions can be found on page 7 of 18 of the "Sunset Crossroads Operations - All 4 Phases Combined- Light Vehicles - incl. Project Design Features - San Bernardino - South Coast County, Winter" CalEEMod Output file

¹⁰ Maximum daily emissions between Summer and Winter scenario identified

GHG EMISSIONS REDUCTIONS CALCULATION

Source	Unmitigated	Emissions with DEIR Mitigation	Additional Quantified Reductions ¹	Emissions with DEIR Mitigation and Additional Quantified Reductions
2024 GHG Assessment	62,357.47	44,580.17	-405.91	44,174.26
Modified Project	48,594.36	-	-9,718.87	38,875.49

¹ As shown in the 2024 GHG Assessment, implementation of the DEIR mitigation measures and additional quantified reductions would result in Project emissions of 44,174.26 MT/yr, a 29.16% reduction from the unmitigated scenario. A similar reduction is expected to occur for the Modified Project, as a conservative measure, a 20% reduction to the unmitigated values for the Modified Project has been applied.

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

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

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features
San Bernardino-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	155.00	1000sqft	3.56	155,000.00	0
General Light Industry	10.00	1000sqft	0.23	10,000.00	0
Unrefrigerated Warehouse-No Rail	4,912.00	1000sqft	112.76	4,912,000.00	0
Fast Food Restaurant with Drive Thru	0.65	1000sqft	0.01	645.00	0
High Turnover (Sit Down Restaurant)	10.60	1000sqft	0.24	10,595.00	0
Hotel	125.00	Room	4.17	90,000.00	0
Regional Shopping Center	5.01	1000sqft	0.11	5,005.00	0
Discount Club	200.00	1000sqft	4.59	200,000.00	0
Fast Food Restaurant w/o Drive Thru	7.51	1000sqft	0.17	7,508.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	32
Climate Zone	10			Operational Year	2027
Utility Company	User Defined				
CO2 Intensity (lb/MW hr)	115.57	CH4 Intensity (lb/MW hr)	0.012	N2O Intensity (lb/MW hr)	0.001

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Utility Emission Factors for Banning Electric

Land Use - Total Project area = 505.5 acres, assume that all area not covered by buildings or included as open space is paved. BESS represented by General Light Industry.

Construction Phase - Operations-only analysis.

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

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

- Off-road Equipment -
- Off-road Equipment - Operations-only analysis.
- Trips and VMT - Operations-only analysis.
- Grading - Operations-only analysis.
- Architectural Coating - Operations-only analysis.
- Vehicle Trips - Trip rates from traffic study adjusted to only include light vehicles for gas station, warehouse, and industrial land uses; pass-by and diverted accounted for. BESS represented by General Light Industry.
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Consumer Products -
- Area Coating - Assume all coatings comply with SCAQMD Rule 1113.
- Landscape Equipment -
- Energy Use -
- Water And Wastewater -
- Solid Waste -
- Construction Off-road Equipment Mitigation -
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation -
- Area Mitigation -
- Energy Mitigation - PF-Enhanced bldg and window insulation, LED lighting, improved efficiency HVAC, Energy Star commercial appliances
- Water Mitigation - PF-low water plants, Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water), Graywater (purple pipe) irrigation system
- Waste Mitigation - PF-enhanced recycling provisions
- Operational Off-Road Equipment - Assume each of the 9 warehouses would have 4 forklifts and 4 tenders, PF specifies that all would be electric-powered.
- Fleet Mix - Fleet mix from traffic study adjusted to only include light vehicles for gas station, warehouse, and industrial land uses.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

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

tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	50	100
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	50	100
tblConstructionPhase	NumDays	120.00	0.00
tblConstructionPhase	PhaseEndDate	9/15/2023	4/2/2023
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.55	0.80
tblFleetMix	LDA	0.55	0.80
tblFleetMix	LDT1	0.06	0.10
tblFleetMix	LDT1	0.06	0.10
tblFleetMix	LDT2	0.17	0.10
tblFleetMix	LDT2	0.17	0.10
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.8240e-003	0.00
tblFleetMix	LHD2	6.8240e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	4.1930e-003	0.00
tblFleetMix	MH	4.1930e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	5.4600e-004	0.00
tblFleetMix	OBUS	5.4600e-004	0.00
tblFleetMix	SBUS	9.6100e-004	0.00
tblFleetMix	SBUS	9.6100e-004	0.00

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

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

tblFleetMix	UBUS	2.4200e-004	0.00
tblFleetMix	UBUS	2.4200e-004	0.00
tblGrading	AcresOfGrading	0.00	180.00
tblLandUse	LandUseSquareFeet	181,500.00	90,000.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	36.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	36.00
tblProjectCharacteristics	CH4IntensityFactor	0	0.012
tblProjectCharacteristics	CO2IntensityFactor	0	115.57
tblProjectCharacteristics	N2OIntensityFactor	0	0.001
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

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

tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	PR_TP	29.00	100.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	53.75	23.76
tblVehicleTrips	ST_TR	616.12	136.43
tblVehicleTrips	ST_TR	696.00	116.14
tblVehicleTrips	ST_TR	6.42	4.58
tblVehicleTrips	ST_TR	1.99	0.00
tblVehicleTrips	ST_TR	122.40	30.01
tblVehicleTrips	ST_TR	8.19	4.90
tblVehicleTrips	ST_TR	46.12	27.17
tblVehicleTrips	ST_TR	1.74	1.73
tblVehicleTrips	SU_TR	33.67	23.76
tblVehicleTrips	SU_TR	472.58	136.43
tblVehicleTrips	SU_TR	500.00	116.14
tblVehicleTrips	SU_TR	5.09	4.58
tblVehicleTrips	SU_TR	5.00	0.00
tblVehicleTrips	SU_TR	142.64	30.01
tblVehicleTrips	SU_TR	5.95	4.90

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

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

tblVehicleTrips	SU_TR	21.10	27.17
tblVehicleTrips	SU_TR	1.74	1.73
tblVehicleTrips	WD_TR	41.80	23.76
tblVehicleTrips	WD_TR	470.95	136.43
tblVehicleTrips	WD_TR	346.23	116.14
tblVehicleTrips	WD_TR	3.93	4.58
tblVehicleTrips	WD_TR	4.96	0.00
tblVehicleTrips	WD_TR	112.18	30.01
tblVehicleTrips	WD_TR	8.36	4.90
tblVehicleTrips	WD_TR	37.75	27.17
tblVehicleTrips	WD_TR	1.74	1.73

2.0 Emissions Summary

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

Unmitigated Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						

[illegible]

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	113.6333	5.0100e-003	0.5525	4.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-003						
Energy	0.7718	7.0163	5.8937	0.0421		0.5332	0.5332		0.5332	0.5332						
Mobile	31.2151	33.8830	389.9758	1.0965	137.1237	0.6580	137.7817	36.4269	0.6106	37.0375						
Offroad	5.6125	80.8075	412.7549	0.1473		2.9117	2.9117		2.7323	2.7323						
Total	151.2327	121.7118	809.1769	1.2859	137.1237	4.1049	141.2286	36.4269	3.8781	40.3050						

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****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	113.6040	2.7800e-003	0.3204	2.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004						
Energy	0.7438	6.7615	5.6796	0.0406		0.5139	0.5139		0.5139	0.5139						
Mobile	31.2151	33.8830	389.9758	1.0965	137.1237	0.6580	137.7817	36.4269	0.6106	37.0375						
Offroad	5.6125	80.8075	412.7549	0.1473		2.9117	2.9117		2.7323	2.7323						
Total	151.1753	121.4547	808.7307	1.2843	137.1237	4.0844	141.2081	36.4269	3.8576	40.2845						

	ROG	NOx	CO	SO2	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	0.04	0.21	0.06	0.12	0.00	0.50	0.01	0.00	0.53	0.05	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	No Construction Analysis	Site Preparation	4/3/2023	4/2/2023	5	0	

Acres of Grading (Site Preparation Phase): 180**Acres of Grading (Grading Phase): 0**

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

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

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
No Construction Analysis	Rubber Tired Dozers	0	8.00	247	0.40
No Construction Analysis	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
No Construction Analysis	0	0.00	0.00	0.00	0.00	0.00	20.00	LD_Mix	HDT_Mix	HHDT

3.2 No Construction Analysis - 2023

[illegible]

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

Unmitigated Construction Off-Site

[illegible]

Mitigated Construction On-Site

[illegible]

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

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

3.2 No Construction Analysis - 2023

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	31.2151	33.8830	389.9758	1.0965	137.1237	0.6580	137.7817	36.4269	0.6106	37.0375						
Unmitigated	31.2151	33.8830	389.9758	1.0965	137.1237	0.6580	137.7817	36.4269	0.6106	37.0375						

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Discount Club	4,752.00	4,752.00	4752.00	16,405,432	16,405,432
Fast Food Restaurant with Drive Thru	88.00	88.00	88.00	265,718	265,718
Fast Food Restaurant w/o Drive Thru	872.00	872.00	872.00	2,614,808	2,614,808
General Heavy Industry	709.99	709.99	709.99	3,370,800	3,370,800
General Light Industry	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	318.00	318.00	318.00	1,020,008	1,020,008
Hotel	612.00	612.00	612.00	2,162,142	2,162,142
Regional Shopping Center	136.00	136.00	136.00	467,892	467,892
Unrefrigerated Warehouse-No Rail	8,515.93	8,515.93	8515.93	39,128,777	39,128,777
Total	16,003.93	16,003.93	16,003.93	65,435,576	65,435,576

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
Discount Club	16.60	8.40	6.90	16.70	64.30	19.00	100	0	0
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	100	0	0
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Heavy Industry	16.60	8.40	6.90	59.00	28.00	13.00	100	0	0
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	100	0	0
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	100	0	0
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	100	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	100	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Discount Club	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Fast Food Restaurant with Drive Thru	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Fast Food Restaurant w/o Drive Thru	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
General Heavy Industry	0.800000	0.100000	0.100000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
General Light Industry	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
High Turnover (Sit Down Restaurant)	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Hotel	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Regional Shopping Center	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Unrefrigerated Warehouse-No Rail	0.800000	0.100000	0.100000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7438	6.7615	5.6796	0.0406		0.5139	0.5139		0.5139	0.5139						
NaturalGas Unmitigated	0.7718	7.0163	5.8937	0.0421		0.5332	0.5332		0.5332	0.5332						

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - 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					
Discount Club	1205.48	0.0130	0.1182	0.0993	7.1000e-004		8.9800e-003	8.9800e-003		8.9800e-003	8.9800e-003						
Fast Food Restaurant w/o Drive Thru	5608.58	0.0605	0.5499	0.4619	3.3000e-003		0.0418	0.0418		0.0418	0.0418						
Fast Food Restaurant with Drive Thru	481.824	5.2000e-003	0.0472	0.0397	2.8000e-004		3.5900e-003	3.5900e-003		3.5900e-003	3.5900e-003						
General Heavy Industry	13729.2	0.1481	1.3460	1.1306	8.0800e-003		0.1023	0.1023		0.1023	0.1023						
General Light Industry	885.753	9.5500e-003	0.0868	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003						
High Turnover (Sit Down Restaurant)	7914.61	0.0854	0.7759	0.6518	4.6600e-003		0.0590	0.0590		0.0590	0.0590						
Hotel	14661.4	0.1581	1.4374	1.2074	8.6200e-003		0.1092	0.1092		0.1092	0.1092						
Regional Shopping Center	30.1671	3.3000e-004	2.9600e-003	2.4800e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004						
Unrefrigerated Warehouse-No Rail	27049.6	0.2917	2.6519	2.2276	0.0159		0.2016	0.2016		0.2016	0.2016						
Total		0.7718	7.0163	5.8937	0.0421		0.5332	0.5332		0.5332	0.5332						

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - 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					
Discount Club	1.15342	0.0124	0.1131	0.0950	6.8000e-004		8.5900e-003	8.5900e-003		8.5900e-003	8.5900e-003						
Fast Food Restaurant w/o Drive Thru	5.5295	0.0596	0.5421	0.4554	3.2500e-003		0.0412	0.0412		0.0412	0.0412						
Fast Food Restaurant with Drive Thru	0.47503	5.1200e-003	0.0466	0.0391	2.8000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003						
General Heavy Industry	13.4064	0.1446	1.3144	1.1041	7.8900e-003		0.0999	0.0999		0.0999	0.0999						
General Light Industry	0.864932	9.3300e-003	0.0848	0.0712	5.1000e-004		6.4400e-003	6.4400e-003		6.4400e-003	6.4400e-003						
High Turnover (Sit Down Restaurant)	7.80301	0.0842	0.7650	0.6426	4.5900e-003		0.0581	0.0581		0.0581	0.0581						
Hotel	13.9882	0.1509	1.3714	1.1520	8.2300e-003		0.1042	0.1042		0.1042	0.1042						
Regional Shopping Center	0.0288645	3.1000e-004	2.8300e-003	2.3800e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004						
Unrefrigerated Warehouse-No Rail	25.7173	0.2773	2.5213	2.1179	0.0151		0.1916	0.1916		0.1916	0.1916						
Total		0.7438	6.7615	5.6796	0.0406		0.5139	0.5139		0.5139	0.5139						

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Electric Lawnmower

Use Electric Leafblower

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

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

Use Electric Chainsaw

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	113.6040	2.7800e-003	0.3204	2.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004						
Unmitigated	113.6333	5.0100e-003	0.5525	4.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-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	lb/day										lb/day					
Architectural Coating	6.8455					0.0000	0.0000		0.0000	0.0000						
Consumer Products	106.7369					0.0000	0.0000		0.0000	0.0000						
Landscaping	0.0509	5.0100e-003	0.5525	4.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-003						
Total	113.6333	5.0100e-003	0.5525	4.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-003						

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.8455					0.0000	0.0000		0.0000	0.0000						
Consumer Products	106.7369					0.0000	0.0000		0.0000	0.0000						
Landscaping	0.0216	2.7800e-003	0.3204	2.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004						
Total	113.6040	2.7800e-003	0.3204	2.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004						

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	36	8.00	260	89	0.20	CNG

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Summer

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

Other General Industrial Equipment	36	8.00	260	88	0.34	CNG
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UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	0.7215	34.4755	344.1364	0.0550		0.6691	0.6691		0.6691	0.6691						
Other General Industrial Equipment	4.8910	46.3320	68.6185	0.0922		2.2427	2.2427		2.0632	2.0632						
Total	5.6125	80.8075	412.7549	0.1473		2.9117	2.9117		2.7323	2.7323						

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

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

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

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features
San Bernardino-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	155.00	1000sqft	3.56	155,000.00	0
General Light Industry	10.00	1000sqft	0.23	10,000.00	0
Unrefrigerated Warehouse-No Rail	4,912.00	1000sqft	112.76	4,912,000.00	0
Fast Food Restaurant with Drive Thru	0.65	1000sqft	0.01	645.00	0
High Turnover (Sit Down Restaurant)	10.60	1000sqft	0.24	10,595.00	0
Hotel	125.00	Room	4.17	90,000.00	0
Regional Shopping Center	5.01	1000sqft	0.11	5,005.00	0
Discount Club	200.00	1000sqft	4.59	200,000.00	0
Fast Food Restaurant w/o Drive Thru	7.51	1000sqft	0.17	7,508.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	32
Climate Zone	10			Operational Year	2027
Utility Company	User Defined				
CO2 Intensity (lb/MW hr)	115.57	CH4 Intensity (lb/MW hr)	0.012	N2O Intensity (lb/MW hr)	0.001

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Utility Emission Factors for Banning Electric

Land Use - Total Project area = 505.5 acres, assume that all area not covered by buildings or included as open space is paved. BESS represented by General Light Industry.

Construction Phase - Operations-only analysis.

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

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

- Off-road Equipment -
- Off-road Equipment - Operations-only analysis.
- Trips and VMT - Operations-only analysis.
- Grading - Operations-only analysis.
- Architectural Coating - Operations-only analysis.
- Vehicle Trips - Trip rates from traffic study adjusted to only include light vehicles for gas station, warehouse, and industrial land uses; pass-by and diverted accounted for. BESS represented by General Light Industry.
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Consumer Products -
- Area Coating - Assume all coatings comply with SCAQMD Rule 1113.
- Landscape Equipment -
- Energy Use -
- Water And Wastewater -
- Solid Waste -
- Construction Off-road Equipment Mitigation -
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation -
- Area Mitigation -
- Energy Mitigation - PF-Enhanced bldg and window insulation, LED lighting, improved efficiency HVAC, Energy Star commercial appliances
- Water Mitigation - PF-low water plants, Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water), Graywater (purple pipe) irrigation system
- Waste Mitigation - PF-enhanced recycling provisions
- Operational Off-Road Equipment - Assume each of the 9 warehouses would have 4 forklifts and 4 tenders, PF specifies that all would be electric-powered.
- Fleet Mix - Fleet mix from traffic study adjusted to only include light vehicles for gas station, warehouse, and industrial land uses.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

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

tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	50	100
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	50	100
tblConstructionPhase	NumDays	120.00	0.00
tblConstructionPhase	PhaseEndDate	9/15/2023	4/2/2023
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.55	0.80
tblFleetMix	LDA	0.55	0.80
tblFleetMix	LDT1	0.06	0.10
tblFleetMix	LDT1	0.06	0.10
tblFleetMix	LDT2	0.17	0.10
tblFleetMix	LDT2	0.17	0.10
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.8240e-003	0.00
tblFleetMix	LHD2	6.8240e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	4.1930e-003	0.00
tblFleetMix	MH	4.1930e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	5.4600e-004	0.00
tblFleetMix	OBUS	5.4600e-004	0.00
tblFleetMix	SBUS	9.6100e-004	0.00
tblFleetMix	SBUS	9.6100e-004	0.00

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

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

tblFleetMix	UBUS	2.4200e-004	0.00
tblFleetMix	UBUS	2.4200e-004	0.00
tblGrading	AcresOfGrading	0.00	180.00
tblLandUse	LandUseSquareFeet	181,500.00	90,000.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	36.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	36.00
tblProjectCharacteristics	CH4IntensityFactor	0	0.012
tblProjectCharacteristics	CO2IntensityFactor	0	115.57
tblProjectCharacteristics	N2OIntensityFactor	0	0.001
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

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

tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	PR_TP	29.00	100.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	53.75	23.76
tblVehicleTrips	ST_TR	616.12	136.43
tblVehicleTrips	ST_TR	696.00	116.14
tblVehicleTrips	ST_TR	6.42	4.58
tblVehicleTrips	ST_TR	1.99	0.00
tblVehicleTrips	ST_TR	122.40	30.01
tblVehicleTrips	ST_TR	8.19	4.90
tblVehicleTrips	ST_TR	46.12	27.17
tblVehicleTrips	ST_TR	1.74	1.73
tblVehicleTrips	SU_TR	33.67	23.76
tblVehicleTrips	SU_TR	472.58	136.43
tblVehicleTrips	SU_TR	500.00	116.14
tblVehicleTrips	SU_TR	5.09	4.58
tblVehicleTrips	SU_TR	5.00	0.00
tblVehicleTrips	SU_TR	142.64	30.01
tblVehicleTrips	SU_TR	5.95	4.90

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

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

tblVehicleTrips	SU_TR	21.10	27.17
tblVehicleTrips	SU_TR	1.74	1.73
tblVehicleTrips	WD_TR	41.80	23.76
tblVehicleTrips	WD_TR	470.95	136.43
tblVehicleTrips	WD_TR	346.23	116.14
tblVehicleTrips	WD_TR	3.93	4.58
tblVehicleTrips	WD_TR	4.96	0.00
tblVehicleTrips	WD_TR	112.18	30.01
tblVehicleTrips	WD_TR	8.36	4.90
tblVehicleTrips	WD_TR	37.75	27.17
tblVehicleTrips	WD_TR	1.74	1.73

2.0 Emissions Summary

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

Unmitigated Construction

Mitigated Construction

[illegible]

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	113.6333	5.0100e-003	0.5525	4.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-003						
Energy	0.7718	7.0163	5.8937	0.0421		0.5332	0.5332		0.5332	0.5332						
Mobile	26.6363	35.8901	337.6473	1.0003	137.1237	0.6582	137.7819	36.4269	0.6109	37.0378						
Offroad	5.6125	80.8075	412.7549	0.1473		2.9117	2.9117		2.7323	2.7323						
Total	146.6539	123.7190	756.8484	1.1897	137.1237	4.1051	141.2288	36.4269	3.8784	40.3053						

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****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	113.6040	2.7800e-003	0.3204	2.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004						
Energy	0.7438	6.7615	5.6796	0.0406		0.5139	0.5139		0.5139	0.5139						
Mobile	26.6363	35.8901	337.6473	1.0003	137.1237	0.6582	137.7819	36.4269	0.6109	37.0378						
Offroad	5.6125	80.8075	412.7549	0.1473		2.9117	2.9117		2.7323	2.7323						
Total	146.5965	123.4619	756.4022	1.1881	137.1237	4.0846	141.2083	36.4269	3.8579	40.2848						

	ROG	NOx	CO	SO2	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	0.04	0.21	0.06	0.13	0.00	0.50	0.01	0.00	0.53	0.05	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	No Construction Analysis	Site Preparation	4/3/2023	4/2/2023	5	0	

Acres of Grading (Site Preparation Phase): 180**Acres of Grading (Grading Phase): 0**

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

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

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
No Construction Analysis	Rubber Tired Dozers	0	8.00	247	0.40
No Construction Analysis	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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
No Construction Analysis	0	0.00	0.00	0.00	0.00	0.00	20.00	LD_Mix	HDT_Mix	HHDT

3.2 No Construction Analysis - 2023

[illegible]

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

Unmitigated Construction Off-Site

[illegible]

Mitigated Construction On-Site

[illegible]

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

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

3.2 No Construction Analysis - 2023

Mitigated Construction Off-Site

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	26.6363	35.8901	337.6473	1.0003	137.1237	0.6582	137.7819	36.4269	0.6109	37.0378						
Unmitigated	26.6363	35.8901	337.6473	1.0003	137.1237	0.6582	137.7819	36.4269	0.6109	37.0378						

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Discount Club	4,752.00	4,752.00	4752.00	16,405,432	16,405,432
Fast Food Restaurant with Drive Thru	88.00	88.00	88.00	265,718	265,718
Fast Food Restaurant w/o Drive Thru	872.00	872.00	872.00	2,614,808	2,614,808
General Heavy Industry	709.99	709.99	709.99	3,370,800	3,370,800
General Light Industry	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	318.00	318.00	318.00	1,020,008	1,020,008
Hotel	612.00	612.00	612.00	2,162,142	2,162,142
Regional Shopping Center	136.00	136.00	136.00	467,892	467,892
Unrefrigerated Warehouse-No Rail	8,515.93	8,515.93	8515.93	39,128,777	39,128,777
Total	16,003.93	16,003.93	16,003.93	65,435,576	65,435,576

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
Discount Club	16.60	8.40	6.90	16.70	64.30	19.00	100	0	0
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	100	0	0
Fast Food Restaurant w/o Drive	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Heavy Industry	16.60	8.40	6.90	59.00	28.00	13.00	100	0	0
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	100	0	0
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	100	0	0
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	100	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	100	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Discount Club	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Fast Food Restaurant with Drive Thru	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Fast Food Restaurant w/o Drive Thru	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
General Heavy Industry	0.800000	0.100000	0.100000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
General Light Industry	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
High Turnover (Sit Down Restaurant)	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Hotel	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Regional Shopping Center	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Unrefrigerated Warehouse-No Rail	0.800000	0.100000	0.100000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7438	6.7615	5.6796	0.0406		0.5139	0.5139		0.5139	0.5139						
NaturalGas Unmitigated	0.7718	7.0163	5.8937	0.0421		0.5332	0.5332		0.5332	0.5332						

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - 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					
Discount Club	1205.48	0.0130	0.1182	0.0993	7.1000e-004		8.9800e-003	8.9800e-003		8.9800e-003	8.9800e-003						
Fast Food Restaurant w/o Drive Thru	5608.58	0.0605	0.5499	0.4619	3.3000e-003		0.0418	0.0418		0.0418	0.0418						
Fast Food Restaurant with Drive Thru	481.824	5.2000e-003	0.0472	0.0397	2.8000e-004		3.5900e-003	3.5900e-003		3.5900e-003	3.5900e-003						
General Heavy Industry	13729.2	0.1481	1.3460	1.1306	8.0800e-003		0.1023	0.1023		0.1023	0.1023						
General Light Industry	885.753	9.5500e-003	0.0868	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003						
High Turnover (Sit Down Restaurant)	7914.61	0.0854	0.7759	0.6518	4.6600e-003		0.0590	0.0590		0.0590	0.0590						
Hotel	14661.4	0.1581	1.4374	1.2074	8.6200e-003		0.1092	0.1092		0.1092	0.1092						
Regional Shopping Center	30.1671	3.3000e-004	2.9600e-003	2.4800e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004						
Unrefrigerated Warehouse-No Rail	27049.6	0.2917	2.6519	2.2276	0.0159		0.2016	0.2016		0.2016	0.2016						
Total		0.7718	7.0163	5.8937	0.0421		0.5332	0.5332		0.5332	0.5332						

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - 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					
Discount Club	1.15342	0.0124	0.1131	0.0950	6.8000e-004		8.5900e-003	8.5900e-003		8.5900e-003	8.5900e-003						
Fast Food Restaurant w/o Drive Thru	5.5295	0.0596	0.5421	0.4554	3.2500e-003		0.0412	0.0412		0.0412	0.0412						
Fast Food Restaurant with Drive Thru	0.47503	5.1200e-003	0.0466	0.0391	2.8000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003						
General Heavy Industry	13.4064	0.1446	1.3144	1.1041	7.8900e-003		0.0999	0.0999		0.0999	0.0999						
General Light Industry	0.864932	9.3300e-003	0.0848	0.0712	5.1000e-004		6.4400e-003	6.4400e-003		6.4400e-003	6.4400e-003						
High Turnover (Sit Down Restaurant)	7.80301	0.0842	0.7650	0.6426	4.5900e-003		0.0581	0.0581		0.0581	0.0581						
Hotel	13.9882	0.1509	1.3714	1.1520	8.2300e-003		0.1042	0.1042		0.1042	0.1042						
Regional Shopping Center	0.0288645	3.1000e-004	2.8300e-003	2.3800e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004						
Unrefrigerated Warehouse-No Rail	25.7173	0.2773	2.5213	2.1179	0.0151		0.1916	0.1916		0.1916	0.1916						
Total		0.7438	6.7615	5.6796	0.0406		0.5139	0.5139		0.5139	0.5139						

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Electric Lawnmower

Use Electric Leafblower

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Winter

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

Use Electric Chainsaw

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	113.6040	2.7800e-003	0.3204	2.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004						
Unmitigated	113.6333	5.0100e-003	0.5525	4.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-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	lb/day										lb/day					
Architectural Coating	6.8455					0.0000	0.0000		0.0000	0.0000						
Consumer Products	106.7369					0.0000	0.0000		0.0000	0.0000						
Landscaping	0.0509	5.0100e-003	0.5525	4.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-003						
Total	113.6333	5.0100e-003	0.5525	4.0000e-005		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-003						

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.8455					0.0000	0.0000		0.0000	0.0000						
Consumer Products	106.7369					0.0000	0.0000		0.0000	0.0000						
Landscaping	0.0216	2.7800e-003	0.3204	2.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004						
Total	113.6040	2.7800e-003	0.3204	2.0000e-005		8.3000e-004	8.3000e-004		8.3000e-004	8.3000e-004						

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	36	8.00	260	89	0.20	CNG

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

Other General Industrial Equipment	36	8.00	260	88	0.34	CNG
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UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	0.7215	34.4755	344.1364	0.0550		0.6691	0.6691		0.6691	0.6691						
Other General Industrial Equipment	4.8910	46.3320	68.6185	0.0922		2.2427	2.2427		2.0632	2.0632						
Total	5.6125	80.8075	412.7549	0.1473		2.9117	2.9117		2.7323	2.7323						

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

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

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	155.00	1000sqft	3.56	155,000.00	0
General Light Industry	10.00	1000sqft	0.23	10,000.00	0
Unrefrigerated Warehouse-No Rail	4,912.00	1000sqft	112.76	4,912,000.00	0
Fast Food Restaurant with Drive Thru	0.65	1000sqft	0.01	645.00	0
High Turnover (Sit Down Restaurant)	10.60	1000sqft	0.24	10,595.00	0
Hotel	125.00	Room	4.17	90,000.00	0
Regional Shopping Center	5.01	1000sqft	0.11	5,005.00	0
Discount Club	200.00	1000sqft	4.59	200,000.00	0
Fast Food Restaurant w/o Drive Thru	7.51	1000sqft	0.17	7,508.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	32
Climate Zone	10			Operational Year	2027
Utility Company	User Defined				
CO2 Intensity (lb/MW hr)	115.57	CH4 Intensity (lb/MW hr)	0.012	N2O Intensity (lb/MW hr)	0.001

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Utility Emission Factors for Banning Electric

Land Use - Total Project area = 505.5 acres, assume that all area not covered by buildings or included as open space is paved. BESS represented by General Light Industry.

Construction Phase - Operations-only analysis.

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

- Off-road Equipment -
- Off-road Equipment - Operations-only analysis.
- Trips and VMT - Operations-only analysis.
- Grading - Operations-only analysis.
- Architectural Coating - Operations-only analysis.
- Vehicle Trips - Trip rates from traffic study adjusted to only include light vehicles for gas station, warehouse, and industrial land uses; pass-by and diverted accounted for. BESS represented by General Light Industry.
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Vehicle Emission Factors -
- Consumer Products -
- Area Coating - Assume all coatings comply with SCAQMD Rule 1113.
- Landscape Equipment -
- Energy Use -
- Water And Wastewater -
- Solid Waste -
- Construction Off-road Equipment Mitigation -
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation -
- Area Mitigation -
- Energy Mitigation - PF-Enhanced bldg and window insulation, LED lighting, improved efficiency HVAC, Energy Star commercial appliances
- Water Mitigation - PF-low water plants, Weather based irrigation control systems combined with drip irrigation (demonstrate 20% reduced water), Graywater (purple pipe) irrigation system
- Waste Mitigation - PF-enhanced recycling provisions
- Operational Off-Road Equipment - Assume each of the 9 warehouses would have 4 forklifts and 4 tenders, PF specifies that all would be electric-powered.
- Fleet Mix - Fleet mix from traffic study adjusted to only include light vehicles for gas station, warehouse, and industrial land uses.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50

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

tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	50	100
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	50	100
tblConstructionPhase	NumDays	120.00	0.00
tblConstructionPhase	PhaseEndDate	9/15/2023	4/2/2023
tblFleetMix	HHD	0.02	0.00
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.55	0.80
tblFleetMix	LDA	0.55	0.80
tblFleetMix	LDT1	0.06	0.10
tblFleetMix	LDT1	0.06	0.10
tblFleetMix	LDT2	0.17	0.10
tblFleetMix	LDT2	0.17	0.10
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.8240e-003	0.00
tblFleetMix	LHD2	6.8240e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	4.1930e-003	0.00
tblFleetMix	MH	4.1930e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	5.4600e-004	0.00
tblFleetMix	OBUS	5.4600e-004	0.00
tblFleetMix	SBUS	9.6100e-004	0.00
tblFleetMix	SBUS	9.6100e-004	0.00

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

tblFleetMix	UBUS	2.4200e-004	0.00
tblFleetMix	UBUS	2.4200e-004	0.00
tblGrading	AcresOfGrading	0.00	180.00
tblLandUse	LandUseSquareFeet	181,500.00	90,000.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	36.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	36.00
tblProjectCharacteristics	CH4IntensityFactor	0	0.012
tblProjectCharacteristics	CO2IntensityFactor	0	115.57
tblProjectCharacteristics	N2OIntensityFactor	0	0.001
tblTripsAndVMT	VendorTripLength	6.90	0.00
tblTripsAndVMT	WorkerTripLength	14.70	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	37.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PB_TP	12.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00

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

tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	PR_TP	29.00	100.00
tblVehicleTrips	PR_TP	51.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	53.75	23.76
tblVehicleTrips	ST_TR	616.12	136.43
tblVehicleTrips	ST_TR	696.00	116.14
tblVehicleTrips	ST_TR	6.42	4.58
tblVehicleTrips	ST_TR	1.99	0.00
tblVehicleTrips	ST_TR	122.40	30.01
tblVehicleTrips	ST_TR	8.19	4.90
tblVehicleTrips	ST_TR	46.12	27.17
tblVehicleTrips	ST_TR	1.74	1.73
tblVehicleTrips	SU_TR	33.67	23.76
tblVehicleTrips	SU_TR	472.58	136.43
tblVehicleTrips	SU_TR	500.00	116.14
tblVehicleTrips	SU_TR	5.09	4.58
tblVehicleTrips	SU_TR	5.00	0.00
tblVehicleTrips	SU_TR	142.64	30.01
tblVehicleTrips	SU_TR	5.95	4.90

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

tblVehicleTrips	SU_TR	21.10	27.17
tblVehicleTrips	SU_TR	1.74	1.73
tblVehicleTrips	WD_TR	41.80	23.76
tblVehicleTrips	WD_TR	470.95	136.43
tblVehicleTrips	WD_TR	346.23	116.14
tblVehicleTrips	WD_TR	3.93	4.58
tblVehicleTrips	WD_TR	4.96	0.00
tblVehicleTrips	WD_TR	112.18	30.01
tblVehicleTrips	WD_TR	8.36	4.90
tblVehicleTrips	WD_TR	37.75	27.17
tblVehicleTrips	WD_TR	1.74	1.73

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Highest

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	20.7352	6.3000e-004	0.0691	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	0.1347	0.1347	3.5000e-004	0.0000	0.1434
Energy	0.1409	1.2805	1.0756	7.6800e-003		0.0973	0.0973		0.0973	0.0973	0.0000	2,335.3114	2,335.3114	0.1245	0.0337	2,348.4659
Mobile	4.8040	6.6979	64.1144	0.1852	24.4825	0.1196	24.6021	6.5133	0.1110	6.6244	0.0000	17,046.9383	17,046.9383	0.5839	0.5866	17,236.3486
Offroad	0.7296	10.5050	53.6581	0.0191		0.3785	0.3785		0.3552	0.3552	0.0000	1,873.6759	1,873.6759	0.6060	0.0000	1,888.8255
Waste						0.0000	0.0000		0.0000	0.0000	1,213.0436	0.0000	1,213.0436	71.6888	0.0000	3,005.2640
Water						0.0000	0.0000		0.0000	0.0000	380.1038	823.6437	1,203.7475	39.1258	0.9290	2,458.7213
Total	26.4097	18.4840	118.9171	0.2120	24.4825	0.5957	25.0782	6.5133	0.5638	7.0771	1,593.1474	22,079.7039	23,672.8513	112.1294	1.5493	26,937.7688

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	20.7315	3.5000e-004	0.0401	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.0726	0.0726	1.5000e-004	0.0000	0.0763
Energy	0.1357	1.2340	1.0365	7.4000e-003		0.0938	0.0938		0.0938	0.0938	0.0000	1,954.0528	1,954.0528	0.0892	0.0299	1,965.1956
Mobile	4.8040	6.6979	64.1144	0.1852	24.4825	0.1196	24.6021	6.5133	0.1110	6.6244	0.0000	17,046.9383	17,046.9383	0.5839	0.5866	17,236.3486
Offroad	0.7296	10.5050	53.6581	0.0191		0.3785	0.3785		0.3552	0.3552	0.0000	1,873.6759	1,873.6759	0.6060	0.0000	1,888.8255
Waste						0.0000	0.0000		0.0000	0.0000	606.5218	0.0000	606.5218	35.8444	0.0000	1,502.6320
Water						0.0000	0.0000		0.0000	0.0000	95.0260	205.9109	300.9369	9.7815	0.2322	614.6803
Total	26.4009	18.4372	118.8490	0.2117	24.4825	0.5920	25.0745	6.5133	0.5601	7.0734	701.5477	21,080.6505	21,782.1982	46.9051	0.8488	23,207.7584

	ROG	NOx	CO	SO2	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	0.03	0.25	0.06	0.14	0.00	0.62	0.01	0.00	0.65	0.05	55.96	4.52	7.99	58.17	45.21	13.85

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	No Construction Analysis	Site Preparation	4/3/2023	4/2/2023	5	0	

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Acres of Grading (Site Preparation Phase): 180****Acres of Grading (Grading Phase): 0****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
No Construction Analysis	Rubber Tired Dozers	0	8.00	247	0.40
No Construction Analysis	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
No Construction Analysis	0	0.00	0.00	0.00	0.00	0.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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

Unmitigated Construction On-Site

[illegible]

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

Mitigated Construction On-Site

[illegible]

Mitigated Construction Off-Site

[illegible]

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.8040	6.6979	64.1144	0.1852	24.4825	0.1196	24.6021	6.5133	0.1110	6.6244	0.0000	17,046.93 83	17,046.93 83	0.5839	0.5866	17,236.34 86
Unmitigated	4.8040	6.6979	64.1144	0.1852	24.4825	0.1196	24.6021	6.5133	0.1110	6.6244	0.0000	17,046.93 83	17,046.93 83	0.5839	0.5866	17,236.34 86

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Discount Club	4,752.00	4,752.00	4752.00	16,405,432	16,405,432
Fast Food Restaurant with Drive Thru	88.00	88.00	88.00	265,718	265,718
Fast Food Restaurant w/o Drive Thru	872.00	872.00	872.00	2,614,808	2,614,808
General Heavy Industry	709.99	709.99	709.99	3,370,800	3,370,800
General Light Industry	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	318.00	318.00	318.00	1,020,008	1,020,008
Hotel	612.00	612.00	612.00	2,162,142	2,162,142
Regional Shopping Center	136.00	136.00	136.00	467,892	467,892
Unrefrigerated Warehouse-No Rail	8,515.93	8,515.93	8515.93	39,128,777	39,128,777
Total	16,003.93	16,003.93	16,003.93	65,435,576	65,435,576

4.3 Trip Type Information

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Annual

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

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Discount Club	16.60	8.40	6.90	16.70	64.30	19.00	100	0	0
Fast Food Restaurant with Drive Thru	16.60	8.40	6.90	2.20	78.80	19.00	100	0	0
Fast Food Restaurant w/o Drive Thru	16.60	8.40	6.90	1.50	79.50	19.00	100	0	0
General Heavy Industry	16.60	8.40	6.90	59.00	28.00	13.00	100	0	0
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	100	0	0
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	100	0	0
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	100	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	100	0	0
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Discount Club	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Fast Food Restaurant with Drive Thru	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Fast Food Restaurant w/o Drive Thru	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
General Heavy Industry	0.800000	0.100000	0.100000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
General Light Industry	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
High Turnover (Sit Down Restaurant)	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Hotel	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Regional Shopping Center	0.547196	0.056762	0.174118	0.130529	0.024505	0.006824	0.012367	0.017399	0.000546	0.000242	0.024357	0.000961	0.004193
Unrefrigerated Warehouse-No Rail	0.800000	0.100000	0.100000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Annual

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

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive 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	610.7326	610.7326	0.0634	5.2800e-003	613.8927
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	941.3521	941.3521	0.0977	8.1500e-003	946.2230
NaturalGas Mitigated	0.1357	1.2340	1.0365	7.4000e-003		0.0938	0.0938		0.0938	0.0938	0.0000	1,343.3202	1,343.3202	0.0258	0.0246	1,351.3029
NaturalGas Unmitigated	0.1409	1.2805	1.0756	7.6800e-003		0.0973	0.0973		0.0973	0.0973	0.0000	1,393.9593	1,393.9593	0.0267	0.0256	1,402.2429

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - 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					
Discount Club	440000	2.3700e-003	0.0216	0.0181	1.3000e-004		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003	0.0000	23.4801	23.4801	4.5000e-004	4.3000e-004	23.6196
Fast Food Restaurant w/o Drive Thru	2.04713e+006	0.0110	0.1004	0.0843	6.0000e-004		7.6300e-003	7.6300e-003		7.6300e-003	7.6300e-003	0.0000	109.2427	109.2427	2.0900e-003	2.0000e-003	109.8919
Fast Food Restaurant with Drive Thru	175866	9.5000e-004	8.6200e-003	7.2400e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	9.3849	9.3849	1.8000e-004	1.7000e-004	9.4406
General Heavy Industry	5.01115e+006	0.0270	0.2456	0.2063	1.4700e-003		0.0187	0.0187		0.0187	0.0187	0.0000	267.4141	267.4141	5.1300e-003	4.9000e-003	269.0032
General Light Industry	323300	1.7400e-003	0.0159	0.0133	1.0000e-004		1.2000e-003	1.2000e-003		1.2000e-003	1.2000e-003	0.0000	17.2525	17.2525	3.3000e-004	3.2000e-004	17.3550
High Turnover (Sit Down Restaurant)	2.88883e+006	0.0156	0.1416	0.1190	8.5000e-004		0.0108	0.0108		0.0108	0.0108	0.0000	154.1591	154.1591	2.9500e-003	2.8300e-003	155.0752
Hotel	5.3514e+006	0.0289	0.2623	0.2204	1.5700e-003		0.0199	0.0199		0.0199	0.0199	0.0000	285.5711	285.5711	5.4700e-003	5.2400e-003	287.2681
Regional Shopping Center	11011	6.0000e-005	5.4000e-004	4.5000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5876	0.5876	1.0000e-005	1.0000e-005	0.5911
Unrefrigerated Warehouse-No Rail	9.87312e+006	0.0532	0.4840	0.4065	2.9000e-003		0.0368	0.0368		0.0368	0.0368	0.0000	526.8673	526.8673	0.0101	9.6600e-003	529.9982
Total		0.1409	1.2805	1.0756	7.6700e-003		0.0973	0.0973		0.0973	0.0973	0.0000	1,393.9593	1,393.9593	0.0267	0.0256	1,402.2429

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - 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					
Discount Club	421000	2.2700e-003	0.0206	0.0173	1.2000e-004		1.5700e-003	1.5700e-003		1.5700e-003	1.5700e-003	0.0000	22.4662	22.4662	4.3000e-004	4.1000e-004	22.5997
Fast Food Restaurant w/o Drive Thru	2.01827e+006	0.0109	0.0989	0.0831	5.9000e-004		7.5200e-003	7.5200e-003		7.5200e-003	7.5200e-003	0.0000	107.7024	107.7024	2.0600e-003	1.9700e-003	108.3424
Fast Food Restaurant with Drive Thru	173386	9.3000e-004	8.5000e-003	7.1400e-003	5.0000e-005		6.5000e-004	6.5000e-004		6.5000e-004	6.5000e-004	0.0000	9.2525	9.2525	1.8000e-004	1.7000e-004	9.3075
General Heavy Industry	4.89335e+006	0.0264	0.2399	0.2015	1.4400e-003		0.0182	0.0182		0.0182	0.0182	0.0000	261.1278	261.1278	5.0000e-003	4.7900e-003	262.6795
General Light Industry	315700	1.7000e-003	0.0155	0.0130	9.0000e-005		1.1800e-003	1.1800e-003		1.1800e-003	1.1800e-003	0.0000	16.8470	16.8470	3.2000e-004	3.1000e-004	16.9471
High Turnover (Sit Down Restaurant)	2.8481e+006	0.0154	0.1396	0.1173	8.4000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	151.9855	151.9855	2.9100e-003	2.7900e-003	152.8887
Hotel	5.1057e+006	0.0275	0.2503	0.2102	1.5000e-003		0.0190	0.0190		0.0190	0.0190	0.0000	272.4596	272.4596	5.2200e-003	5.0000e-003	274.0787
Regional Shopping Center	10535.5	6.0000e-005	5.2000e-004	4.3000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5622	0.5622	1.0000e-005	1.0000e-005	0.5656
Unrefrigerated Warehouse-No Rail	9.38683e+006	0.0506	0.4601	0.3865	2.7600e-003		0.0350	0.0350		0.0350	0.0350	0.0000	500.9171	500.9171	9.6000e-003	9.1800e-003	503.8938
Total		0.1357	1.2340	1.0365	7.3900e-003		0.0938	0.0938		0.0938	0.0938	0.0000	1,343.3202	1,343.3202	0.0257	0.0246	1,351.3029

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Discount Club	2.428e+006	127.2798	0.0132	1.1000e-003	127.9384
Fast Food Restaurant w/o Drive Thru	346569	18.1677	1.8900e-003	1.6000e-004	18.2618
Fast Food Restaurant with Drive Thru	29773.2	1.5608	1.6000e-004	1.0000e-005	1.5688
General Heavy Industry	1.5376e+006	80.6036	8.3700e-003	7.0000e-004	81.0206
General Light Industry	99200	5.2002	5.4000e-004	4.0000e-005	5.2271
High Turnover (Sit Down Restaurant)	489065	25.6376	2.6600e-003	2.2000e-004	25.7703
Hotel	1.5705e+006	82.3282	8.5500e-003	7.1000e-004	82.7542
Regional Shopping Center	60760.7	3.1852	3.3000e-004	3.0000e-005	3.2017
Unrefrigerated Warehouse-No Rail	1.13958e+007	597.3890	0.0620	5.1700e-003	600.4801
Total		941.3521	0.0978	8.1400e-003	946.2230

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Discount Club	1.5456e+006	81.0229	8.4100e-003	7.0000e-004	81.4422
Fast Food Restaurant w/o Drive Thru	290680	15.2379	1.5800e-003	1.3000e-004	15.3168
Fast Food Restaurant with Drive Thru	24971.8	1.3091	1.4000e-004	1.0000e-005	1.3158
General Heavy Industry	1.15661e+006	60.6314	6.3000e-003	5.2000e-004	60.9452
General Light Industry	76240	3.9966	4.1000e-004	3.0000e-005	4.0173
High Turnover (Sit Down Restaurant)	410196	21.5032	2.2300e-003	1.9000e-004	21.6144
Hotel	1.16231e+006	60.9300	6.3300e-003	5.3000e-004	61.2452
Regional Shopping Center	38213.2	2.0032	2.1000e-004	2.0000e-005	2.0136
Unrefrigerated Warehouse-No Rail	6.94557e+006	364.0983	0.0378	3.1500e-003	365.9823
Total		610.7326	0.0634	5.2800e-003	613.8927

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Electric Lawnmower

Use Electric Leafblower

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Annual

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

Use Electric Chainsaw

	ROG	NOx	CO	SO2	Fugitive 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	20.7315	3.5000e-004	0.0401	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.0726	0.0726	1.5000e-004	0.0000	0.0763
Unmitigated	20.7352	6.3000e-004	0.0691	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	0.1347	0.1347	3.5000e-004	0.0000	0.1434

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	1.2493					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	19.4795					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.3600e-003	6.3000e-004	0.0691	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	0.1347	0.1347	3.5000e-004	0.0000	0.1434
Total	20.7352	6.3000e-004	0.0691	1.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	0.1347	0.1347	3.5000e-004	0.0000	0.1434

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.2493					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	19.4795					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.7000e-003	3.5000e-004	0.0401	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.0726	0.0726	1.5000e-004	0.0000	0.0763
Total	20.7315	3.5000e-004	0.0401	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	0.0726	0.0726	1.5000e-004	0.0000	0.0763

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	300.9369	9.7815	0.2322	614.6803
Unmitigated	1,203.7475	39.1258	0.9290	2,458.7213

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**7.2 Water by Land Use****Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Discount Club	14.8145 / 9.07986	20.1002	0.4843	0.0115	35.6449
Fast Food Restaurant w/o Drive Thru	2.27954 / 0.145502	2.3639	0.0745	1.7700e-003	4.7520
Fast Food Restaurant with Drive Thru	0.197297 / 0.0125934	0.2046	6.4400e-003	1.5000e-004	0.4113
General Heavy Industry	35.8438 / 0	35.8379	1.1705	0.0278	73.3820
General Light Industry	2.3125 / 0	2.3121	0.0755	1.7900e-003	4.7343
High Turnover (Sit Down Restaurant)	3.21746 / 0.20537	3.3365	0.1051	2.5000e-003	6.7073
Hotel	3.17085 / 0.352316	3.3755	0.1036	2.4600e-003	6.6979
Regional Shopping Center	0.370363 / 0.226996	0.5025	0.0121	2.9000e-004	0.8911
Unrefrigerated Warehouse-No Rail	1135.9 / 0	1,135.7142	37.0938	0.8807	2,325.5005
Total		1,203.7475	39.1258	0.9290	2,458.7213

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Discount Club	3.70363 / 2.26996	5.0251	0.1211	2.8800e-003	8.9112
Fast Food Restaurant w/o Drive Thru	0.569885 / 0.0363756	0.5910	0.0186	4.4000e-004	1.1880
Fast Food Restaurant with Drive Thru	0.0493242 / 0.00314835	0.0512	1.6100e-003	4.0000e-005	0.1028
General Heavy Industry	8.96094 / 0	8.9595	0.2926	6.9500e-003	18.3455
General Light Industry	0.578125 / 0	0.5780	0.0189	4.5000e-004	1.1836
High Turnover (Sit Down Restaurant)	0.804364 / 0.0513424	0.8341	0.0263	6.2000e-004	1.6768
Hotel	0.792712 / 0.0880791	0.8439	0.0259	6.2000e-004	1.6745
Regional Shopping Center	0.0925907 / 0.0567491	0.1256	3.0300e-003	7.0000e-005	0.2228
Unrefrigerated Warehouse-No Rail	283.975 / 0	283.9286	9.2735	0.2202	581.3751
Total		300.9369	9.7815	0.2322	614.6803

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Annual

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

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	606.5218	35.8444	0.0000	1,502.6320
Unmitigated	1,213.0436	71.6888	0.0000	3,005.2640

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Discount Club	860.14	174.6007	10.3186	0.0000	432.5657
Fast Food Restaurant w/o Drive Thru	86.51	17.5608	1.0378	0.0000	43.5060
Fast Food Restaurant with Drive Thru	7.49	1.5204	0.0899	0.0000	3.7667
General Heavy Industry	192.2	39.0149	2.3057	0.0000	96.6577
General Light Industry	12.4	2.5171	0.1488	0.0000	6.2360
High Turnover (Sit Down Restaurant)	126.14	25.6053	1.5132	0.0000	63.4360
Hotel	68.44	13.8927	0.8210	0.0000	34.4186
Regional Shopping Center	5.25	1.0657	0.0630	0.0000	2.6402
Unrefrigerated Warehouse-No Rail	4617.28	937.2661	55.3908	0.0000	2,322.037 1
Total		1,213.043 5	71.6888	0.0000	3,005.264 0

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Discount Club	430.07	87.3003	5.1593	0.0000	216.2829
Fast Food Restaurant w/o Drive Thru	43.255	8.7804	0.5189	0.0000	21.7530
Fast Food Restaurant with Drive Thru	3.745	0.7602	0.0449	0.0000	1.8834
General Heavy Industry	96.1	19.5074	1.1529	0.0000	48.3288
General Light Industry	6.2	1.2585	0.0744	0.0000	3.1180
High Turnover (Sit Down Restaurant)	63.07	12.8026	0.7566	0.0000	31.7180
Hotel	34.22	6.9464	0.4105	0.0000	17.2093
Regional Shopping Center	2.625	0.5329	0.0315	0.0000	1.3201
Unrefrigerated Warehouse-No Rail	2308.64	468.6331	27.6954	0.0000	1,161.0186
Total		606.5218	35.8444	0.0000	1,502.6320

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	36	8.00	260	89	0.20	CNG
Other General Industrial Equipment	36	8.00	260	88	0.34	CNG

Sunset Crossroads Operations - All 4 Phases Combined - Light Vehicles - incl. Project Features - San Bernardino-South Coast County, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Forklifts	0.0938	4.4818	44.7377	7.1500e-003		0.0870	0.0870		0.0870	0.0870	0.0000	820.6852	820.6852	0.2654	0.0000	827.3208
Other General Industrial Equipment	0.6358	6.0232	8.9204	0.0120		0.2915	0.2915		0.2682	0.2682	0.0000	1,052.9908	1,052.9908	0.3406	0.0000	1,061.5047
Total	0.7296	10.5050	53.6581	0.0191		0.3785	0.3785		0.3552	0.3552	0.0000	1,873.6759	1,873.6759	0.6060	0.0000	1,888.8255

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

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

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

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features
San Bernardino-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	155.00	1000sqft	3.56	155,000.00	0
Unrefrigerated Warehouse-No Rail	4,912.00	1000sqft	112.76	4,912,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	32
Climate Zone	10			Operational Year	2027
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	115.57	CH4 Intensity (lb/MWhr)	0.012	N2O Intensity (lb/MWhr)	0.001

1.3 User Entered Comments & Non-Default Data

- Project Characteristics - Utility Emission Factors for Banning Electric
- Land Use -
- Construction Phase - Operations-only analysis.
- Off-road Equipment - Operations-only analysis.
- Trips and VMT - Operations-only analysis.
- Grading - Operations-only analysis.
- Architectural Coating - Operations-only analysis.
- Vehicle Trips - Trip Rates from Traffic Study, Trip Lengths based on SCAQMD WAIRE Methodology
- Consumer Products - Mobile truck run only
- Area Coating - Mobile truck run only
- Landscape Equipment - Mobile truck run only

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

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

Energy Use - Mobile truck run only

Water And Wastewater - Mobile truck run only

Solid Waste - Mobile truck run only

Fleet Mix - Fleet Mix base on information provided in the Traffic analysis

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	0
tblAreaCoating	Area_EF_Nonresidential_Interior	100	0
tblAreaCoating	Area_EF_Parking	100	0
tblAreaCoating	Area_EF_Residential_Exterior	50	0
tblAreaCoating	Area_EF_Residential_Interior	50	0
tblAreaCoating	Area_Nonresidential_Exterior	2533500	0
tblAreaCoating	Area_Nonresidential_Interior	7600500	0
tblAreaCoating	ReapplicationRatePercent	10	0
tblConsumerProducts	ROG_EF	1.98E-05	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	2.93	0.00
tblEnergyUse	LightingElect	1.17	0.00
tblEnergyUse	NT24E	5.02	0.00
tblEnergyUse	NT24E	0.82	0.00
tblEnergyUse	NT24NG	17.13	0.00
tblEnergyUse	NT24NG	0.03	0.00
tblEnergyUse	T24E	1.97	0.00
tblEnergyUse	T24E	0.33	0.00
tblEnergyUse	T24NG	15.20	0.00
tblEnergyUse	T24NG	1.98	0.00
tblFleetMix	HHD	0.02	0.61
tblFleetMix	HHD	0.02	0.62

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

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

tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.02	0.09
tblFleetMix	LHD1	0.02	0.08
tblFleetMix	LHD2	6.8240e-003	0.11
tblFleetMix	LHD2	6.8240e-003	0.10
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.13	0.09
tblFleetMix	MDV	0.13	0.08
tblFleetMix	MH	4.1930e-003	0.00
tblFleetMix	MH	4.1930e-003	0.00
tblFleetMix	MHD	0.01	0.11
tblFleetMix	MHD	0.01	0.10
tblFleetMix	OBUS	5.4600e-004	0.00
tblFleetMix	OBUS	5.4600e-004	0.00
tblFleetMix	SBUS	9.6100e-004	0.00
tblFleetMix	SBUS	9.6100e-004	0.00
tblFleetMix	UBUS	2.4200e-004	0.00
tblFleetMix	UBUS	2.4200e-004	0.00
tblGrading	AcresOfGrading	0.00	180.00
tblLandscapeEquipment	NumberSummerDays	250	0
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0	0.012

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

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

tblProjectCharacteristics	CO2IntensityFactor	0	115.57
tblProjectCharacteristics	N2OIntensityFactor	0	0.001
tblSolidWaste	LandfillCaptureGasFlare	94.00	0.00
tblSolidWaste	LandfillCaptureGasFlare	94.00	0.00
tblSolidWaste	LandfillNoGasCapture	6.00	0.00
tblSolidWaste	LandfillNoGasCapture	6.00	0.00
tblSolidWaste	SolidWasteGenerationRate	192.20	0.00
tblSolidWaste	SolidWasteGenerationRate	4,617.28	0.00
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	29.98
tblVehicleTrips	CW_TL	16.60	30.44
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	6.42	0.43
tblVehicleTrips	ST_TR	1.74	0.36
tblVehicleTrips	SU_TR	5.09	0.43
tblVehicleTrips	SU_TR	1.74	0.36
tblVehicleTrips	WD_TR	3.93	0.43
tblVehicleTrips	WD_TR	1.74	0.36
tblWater	IndoorWaterUseRate	35,843,750.00	0.00
tblWater	IndoorWaterUseRate	1,135,900,000.00	0.00

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2026	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2026	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

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

[illegible]

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	5.1414	209.1856	70.1298	1.1702	49.1442	2.2985	51.4427	13.6773	2.1981	15.8754		125,986.0514	125,986.0514	4.1465	18.0387	131,465.2585
Total	5.1889	209.1903	70.6458	1.1702	49.1442	2.3003	51.4445	13.6773	2.2000	15.8773		125,987.1604	125,987.1604	4.1493	18.0387	131,466.4395

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	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	5.1414	209.1856	70.1298	1.1702	49.1442	2.2985	51.4427	13.6773	2.1981	15.8754		125,986.0514	125,986.0514	4.1465	18.0387	131,465.2585
Total	5.1889	209.1903	70.6458	1.1702	49.1442	2.3003	51.4445	13.6773	2.2000	15.8773		125,987.1604	125,987.1604	4.1493	18.0387	131,466.4395

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

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

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

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Construction not analyzed	Site Preparation	8/20/2025	2/3/2026	5	120	

Acres of Grading (Site Preparation Phase): 180**Acres of Grading (Grading Phase): 0****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Construction not analyzed	Rubber Tired Dozers	0	8.00	247	0.40
Construction not analyzed	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Construction not analyzed	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Construction not analyzed - 2025****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718		0.0000	0.0000	0.0000		0.0000

Unmitigated Construction Off-Site

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

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Construction not analyzed - 2025****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					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000		0.0000

Mitigated Construction Off-Site

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

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Construction not analyzed - 2026****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718		0.0000	0.0000	0.0000		0.0000

Unmitigated Construction Off-Site

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

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Construction not analyzed - 2026****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					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000		0.0000

Mitigated Construction Off-Site

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

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.1414	209.1856	70.1298	1.1702	49.1442	2.2985	51.4427	13.6773	2.1981	15.8754		125,986.0514	125,986.0514	4.1465	18.0387	131,465.2585
Unmitigated	5.1414	209.1856	70.1298	1.1702	49.1442	2.2985	51.4427	13.6773	2.1981	15.8754		125,986.0514	125,986.0514	4.1465	18.0387	131,465.2585

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Heavy Industry	66.00	66.00	66.00	720,229	720,229
Unrefrigerated Warehouse-No Rail	1,782.07	1,782.07	1,782.07	19,745,661	19,745,661
Total	1,848.07	1,848.07	1,848.07	20,465,889	20,465,889

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Heavy Industry	29.98	8.40	6.90	100.00	0.00	0.00	100	0	0
Unrefrigerated Warehouse-No Rail	30.44	8.40	6.90	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Heavy Industry	0.000000	0.000000	0.000000	0.090910	0.090910	0.106060	0.106060	0.606060	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.083830	0.083830	0.103870	0.103870	0.624600	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - 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					
General Heavy Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	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					
General Heavy Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810
Unmitigated	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810
Total	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810
Total	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810

7.0 Water Detail**7.1 Mitigation Measures Water**

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Summer

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

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

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features
San Bernardino-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	155.00	1000sqft	3.56	155,000.00	0
Unrefrigerated Warehouse-No Rail	4,912.00	1000sqft	112.76	4,912,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	32
Climate Zone	10			Operational Year	2027
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	115.57	CH4 Intensity (lb/MWhr)	0.012	N2O Intensity (lb/MWhr)	0.001

1.3 User Entered Comments & Non-Default Data

- Project Characteristics - Utility Emission Factors for Banning Electric
- Land Use -
- Construction Phase - Operations-only analysis.
- Off-road Equipment - Operations-only analysis.
- Trips and VMT - Operations-only analysis.
- Grading - Operations-only analysis.
- Architectural Coating - Operations-only analysis.
- Vehicle Trips - Trip Rates from Traffic Study, Trip Lengths based on SCAQMD WAIRE Methodology
- Consumer Products - Mobile truck run only
- Area Coating - Mobile truck run only
- Landscape Equipment - Mobile truck run only

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

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

Energy Use - Mobile truck run only

Water And Wastewater - Mobile truck run only

Solid Waste - Mobile truck run only

Fleet Mix - Fleet Mix base on information provided in the Traffic analysis

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	0
tblAreaCoating	Area_EF_Nonresidential_Interior	100	0
tblAreaCoating	Area_EF_Parking	100	0
tblAreaCoating	Area_EF_Residential_Exterior	50	0
tblAreaCoating	Area_EF_Residential_Interior	50	0
tblAreaCoating	Area_Nonresidential_Exterior	2533500	0
tblAreaCoating	Area_Nonresidential_Interior	7600500	0
tblAreaCoating	ReapplicationRatePercent	10	0
tblConsumerProducts	ROG_EF	1.98E-05	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	2.93	0.00
tblEnergyUse	LightingElect	1.17	0.00
tblEnergyUse	NT24E	5.02	0.00
tblEnergyUse	NT24E	0.82	0.00
tblEnergyUse	NT24NG	17.13	0.00
tblEnergyUse	NT24NG	0.03	0.00
tblEnergyUse	T24E	1.97	0.00
tblEnergyUse	T24E	0.33	0.00
tblEnergyUse	T24NG	15.20	0.00
tblEnergyUse	T24NG	1.98	0.00
tblFleetMix	HHD	0.02	0.61
tblFleetMix	HHD	0.02	0.62

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

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

tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.02	0.09
tblFleetMix	LHD1	0.02	0.08
tblFleetMix	LHD2	6.8240e-003	0.11
tblFleetMix	LHD2	6.8240e-003	0.10
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.13	0.09
tblFleetMix	MDV	0.13	0.08
tblFleetMix	MH	4.1930e-003	0.00
tblFleetMix	MH	4.1930e-003	0.00
tblFleetMix	MHD	0.01	0.11
tblFleetMix	MHD	0.01	0.10
tblFleetMix	OBUS	5.4600e-004	0.00
tblFleetMix	OBUS	5.4600e-004	0.00
tblFleetMix	SBUS	9.6100e-004	0.00
tblFleetMix	SBUS	9.6100e-004	0.00
tblFleetMix	UBUS	2.4200e-004	0.00
tblFleetMix	UBUS	2.4200e-004	0.00
tblGrading	AcresOfGrading	0.00	180.00
tblLandscapeEquipment	NumberSummerDays	250	0
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0	0.012

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

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

tblProjectCharacteristics	CO2IntensityFactor	0	115.57
tblProjectCharacteristics	N2OIntensityFactor	0	0.001
tblSolidWaste	LandfillCaptureGasFlare	94.00	0.00
tblSolidWaste	LandfillCaptureGasFlare	94.00	0.00
tblSolidWaste	LandfillNoGasCapture	6.00	0.00
tblSolidWaste	LandfillNoGasCapture	6.00	0.00
tblSolidWaste	SolidWasteGenerationRate	192.20	0.00
tblSolidWaste	SolidWasteGenerationRate	4,617.28	0.00
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	29.98
tblVehicleTrips	CW_TL	16.60	30.44
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	6.42	0.43
tblVehicleTrips	ST_TR	1.74	0.36
tblVehicleTrips	SU_TR	5.09	0.43
tblVehicleTrips	SU_TR	1.74	0.36
tblVehicleTrips	WD_TR	3.93	0.43
tblVehicleTrips	WD_TR	1.74	0.36
tblWater	IndoorWaterUseRate	35,843,750.00	0.00
tblWater	IndoorWaterUseRate	1,135,900,000.00	0.00

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.0 Emissions Summary****2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2026	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2025	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2026	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

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

[illegible]

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.8570	219.8653	68.7789	1.1685	49.1442	2.3005	51.4447	13.6773	2.2001	15.8773		125,818.7150	125,818.7150	4.1328	18.0646	131,305.2971
Total	4.9045	219.8700	69.2949	1.1685	49.1442	2.3023	51.4465	13.6773	2.2019	15.8792		125,819.8240	125,819.8240	4.1357	18.0646	131,306.4781

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	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.8570	219.8653	68.7789	1.1685	49.1442	2.3005	51.4447	13.6773	2.2001	15.8773		125,818.7150	125,818.7150	4.1328	18.0646	131,305.2971
Total	4.9045	219.8700	69.2949	1.1685	49.1442	2.3023	51.4465	13.6773	2.2019	15.8792		125,819.8240	125,819.8240	4.1357	18.0646	131,306.4781

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

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

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

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Construction not analyzed	Site Preparation	8/20/2025	2/3/2026	5	120	

Acres of Grading (Site Preparation Phase): 180**Acres of Grading (Grading Phase): 0****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Construction not analyzed	Rubber Tired Dozers	0	8.00	247	0.40
Construction not analyzed	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Construction not analyzed	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Construction not analyzed - 2025****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718		0.0000	0.0000	0.0000		0.0000

Unmitigated Construction Off-Site

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

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Construction not analyzed - 2025****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					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000		0.0000

Mitigated Construction Off-Site

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

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Construction not analyzed - 2026****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718		0.0000	0.0000	0.0000		0.0000

Unmitigated Construction Off-Site

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

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.2 Construction not analyzed - 2026****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					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	1.5908	0.0000	1.5908	0.1718	0.0000	0.1718	0.0000	0.0000	0.0000	0.0000		0.0000

Mitigated Construction Off-Site

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

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.8570	219.8653	68.7789	1.1685	49.1442	2.3005	51.4447	13.6773	2.2001	15.8773		125,818.7 150	125,818.7 150	4.1328	18.0646	131,305.2 971
Unmitigated	4.8570	219.8653	68.7789	1.1685	49.1442	2.3005	51.4447	13.6773	2.2001	15.8773		125,818.7 150	125,818.7 150	4.1328	18.0646	131,305.2 971

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Heavy Industry	66.00	66.00	66.00	720,229	720,229
Unrefrigerated Warehouse-No Rail	1,782.07	1,782.07	1,782.07	19,745,661	19,745,661
Total	1,848.07	1,848.07	1,848.07	20,465,889	20,465,889

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Heavy Industry	29.98	8.40	6.90	100.00	0.00	0.00	100	0	0
Unrefrigerated Warehouse-No	30.44	8.40	6.90	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Heavy Industry	0.000000	0.000000	0.000000	0.090910	0.090910	0.106060	0.106060	0.606060	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.083830	0.083830	0.103870	0.103870	0.624600	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - 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					
General Heavy Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	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					
General Heavy Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810
Unmitigated	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810
Total	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810
Total	0.0475	4.6800e-003	0.5160	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.1089	1.1089	2.8800e-003		1.1810

7.0 Water Detail**7.1 Mitigation Measures Water**

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Annual

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

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features
San Bernardino-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	155.00	1000sqft	3.56	155,000.00	0
Unrefrigerated Warehouse-No Rail	4,912.00	1000sqft	112.76	4,912,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	32
Climate Zone	10			Operational Year	2027
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	115.57	CH4 Intensity (lb/MWhr)	0.012	N2O Intensity (lb/MWhr)	0.001

1.3 User Entered Comments & Non-Default Data

- Project Characteristics - Utility Emission Factors for Banning Electric
- Land Use -
- Construction Phase - Operations-only analysis.
- Off-road Equipment - Operations-only analysis.
- Trips and VMT - Operations-only analysis.
- Grading - Operations-only analysis.
- Architectural Coating - Operations-only analysis.
- Vehicle Trips - Trip Rates from Traffic Study, Trip Lengths based on SCAQMD WAIRE Methodology
- Consumer Products - Mobile truck run only
- Area Coating - Mobile truck run only
- Landscape Equipment - Mobile truck run only

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Annual

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

Energy Use - Mobile truck run only

Water And Wastewater - Mobile truck run only

Solid Waste - Mobile truck run only

Fleet Mix - Fleet Mix base on information provided in the Traffic analysis

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	0
tblAreaCoating	Area_EF_Nonresidential_Interior	100	0
tblAreaCoating	Area_EF_Parking	100	0
tblAreaCoating	Area_EF_Residential_Exterior	50	0
tblAreaCoating	Area_EF_Residential_Interior	50	0
tblAreaCoating	Area_Nonresidential_Exterior	2533500	0
tblAreaCoating	Area_Nonresidential_Interior	7600500	0
tblAreaCoating	ReapplicationRatePercent	10	0
tblConsumerProducts	ROG_EF	1.98E-05	0
tblConsumerProducts	ROG_EF_Degreaser	3.542E-07	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblEnergyUse	LightingElect	2.93	0.00
tblEnergyUse	LightingElect	1.17	0.00
tblEnergyUse	NT24E	5.02	0.00
tblEnergyUse	NT24E	0.82	0.00
tblEnergyUse	NT24NG	17.13	0.00
tblEnergyUse	NT24NG	0.03	0.00
tblEnergyUse	T24E	1.97	0.00
tblEnergyUse	T24E	0.33	0.00
tblEnergyUse	T24NG	15.20	0.00
tblEnergyUse	T24NG	1.98	0.00
tblFleetMix	HHD	0.02	0.61
tblFleetMix	HHD	0.02	0.62

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Annual

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

tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDA	0.55	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT1	0.06	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.02	0.09
tblFleetMix	LHD1	0.02	0.08
tblFleetMix	LHD2	6.8240e-003	0.11
tblFleetMix	LHD2	6.8240e-003	0.10
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.13	0.09
tblFleetMix	MDV	0.13	0.08
tblFleetMix	MH	4.1930e-003	0.00
tblFleetMix	MH	4.1930e-003	0.00
tblFleetMix	MHD	0.01	0.11
tblFleetMix	MHD	0.01	0.10
tblFleetMix	OBUS	5.4600e-004	0.00
tblFleetMix	OBUS	5.4600e-004	0.00
tblFleetMix	SBUS	9.6100e-004	0.00
tblFleetMix	SBUS	9.6100e-004	0.00
tblFleetMix	UBUS	2.4200e-004	0.00
tblFleetMix	UBUS	2.4200e-004	0.00
tblGrading	AcresOfGrading	0.00	180.00
tblLandscapeEquipment	NumberSummerDays	250	0
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0	0.012

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Annual

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

tblProjectCharacteristics	CO2IntensityFactor	0	115.57
tblProjectCharacteristics	N2OIntensityFactor	0	0.001
tblSolidWaste	LandfillCaptureGasFlare	94.00	0.00
tblSolidWaste	LandfillCaptureGasFlare	94.00	0.00
tblSolidWaste	LandfillNoGasCapture	6.00	0.00
tblSolidWaste	LandfillNoGasCapture	6.00	0.00
tblSolidWaste	SolidWasteGenerationRate	192.20	0.00
tblSolidWaste	SolidWasteGenerationRate	4,617.28	0.00
tblVehicleTrips	CC_TTP	28.00	0.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CNW_TTP	41.00	0.00
tblVehicleTrips	CW_TL	16.60	29.98
tblVehicleTrips	CW_TL	16.60	30.44
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	CW_TTP	59.00	100.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	6.42	0.43
tblVehicleTrips	ST_TR	1.74	0.36
tblVehicleTrips	SU_TR	5.09	0.43
tblVehicleTrips	SU_TR	1.74	0.36
tblVehicleTrips	WD_TR	3.93	0.43
tblVehicleTrips	WD_TR	1.74	0.36
tblWater	IndoorWaterUseRate	35,843,750.00	0.00
tblWater	IndoorWaterUseRate	1,135,900,000.00	0.00

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.0 Emissions Summary****2.1 Overall Construction****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					
2025	0.0000	0.0000	0.0000	0.0000	0.0955	0.0000	0.0955	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2026	0.0000	0.0000	0.0000	0.0000	0.0955	0.0000	0.0955	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0955	0.0000	0.0955	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0000	0.0000	0.0000	0.0000	0.0955	0.0000	0.0955	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2026	0.0000	0.0000	0.0000	0.0000	0.0955	0.0000	0.0955	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0955	0.0000	0.0955	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Annual

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

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

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

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.9041	40.2903	12.5003	0.2124	8.7960	0.4180	9.2140	2.4529	0.3997	2.8526	0.0000	20,747.71 87	20,747.71 87	0.6827	2.9784	21,652.34 74
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.9041	40.2903	12.5003	0.2124	8.7960	0.4180	9.2140	2.4529	0.3997	2.8526	0.0000	20,747.71 87	20,747.71 87	0.6827	2.9784	21,652.34 74

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.9041	40.2903	12.5003	0.2124	8.7960	0.4180	9.2140	2.4529	0.3997	2.8526	0.0000	20,747.71 87	20,747.71 87	0.6827	2.9784	21,652.34 74
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.9041	40.2903	12.5003	0.2124	8.7960	0.4180	9.2140	2.4529	0.3997	2.8526	0.0000	20,747.71 87	20,747.71 87	0.6827	2.9784	21,652.34 74

	ROG	NOx	CO	SO2	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	Construction not analyzed	Site Preparation	8/20/2025	2/3/2026	5	120	

Acres of Grading (Site Preparation Phase): 180

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Annual

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

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Construction not analyzed	Rubber Tired Dozers	0	8.00	247	0.40
Construction not analyzed	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Construction not analyzed	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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

Unmitigated Construction On-Site

[illegible]

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

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					0.0955	0.0000	0.0955	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0955	0.0000	0.0955	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction Off-Site

[illegible]

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

Unmitigated Construction On-Site

[illegible]

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

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					0.0955	0.0000	0.0955	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0955	0.0000	0.0955	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction Off-Site

[illegible]

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**4.0 Operational Detail - Mobile****4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.9041	40.2903	12.5003	0.2124	8.7960	0.4180	9.2140	2.4529	0.3997	2.8526	0.0000	20,747.71 87	20,747.71 87	0.6827	2.9784	21,652.34 74
Unmitigated	0.9041	40.2903	12.5003	0.2124	8.7960	0.4180	9.2140	2.4529	0.3997	2.8526	0.0000	20,747.71 87	20,747.71 87	0.6827	2.9784	21,652.34 74

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Heavy Industry	66.00	66.00	66.00	720,229	720,229
Unrefrigerated Warehouse-No Rail	1,782.07	1,782.07	1,782.07	19,745,661	19,745,661
Total	1,848.07	1,848.07	1,848.07	20,465,889	20,465,889

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Heavy Industry	29.98	8.40	6.90	100.00	0.00	0.00	100	0	0
Unrefrigerated Warehouse-No Rail	30.44	8.40	6.90	100.00	0.00	0.00	100	0	0

4.4 Fleet Mix

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Heavy Industry	0.000000	0.000000	0.000000	0.090910	0.090910	0.106060	0.106060	0.606060	0.000000	0.000000	0.000000	0.000000	0.000000
Unrefrigerated Warehouse-No Rail	0.000000	0.000000	0.000000	0.083830	0.083830	0.103870	0.103870	0.624600	0.000000	0.000000	0.000000	0.000000	0.000000

Historical Energy Use: N

5.1 Mitigation Measures Energy

[illegible]

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

Unmitigated

[illegible]

Mitigated

[illegible]

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Heavy Industry	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Heavy Industry	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

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

6.1 Mitigation Measures Area

[illegible]

6.2 Area by SubCategory

Unmitigated

[illegible]

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

7.0 Water Detail**7.1 Mitigation Measures Water**

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Heavy Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Annual

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Heavy Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Heavy Industry	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Heavy Industry	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Sunset Crossroads Operations All Phases Combined - HD Vehicles - with Project Features - San Bernardino-South Coast County, Annual

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

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

ATTACHMENT C:

VMT

TECHNICAL MEMORANDUM

DATE: September 2, 2025
TO: J.J. Jenkins, NP Banning Industrial, LLC
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 15718-01 VMT

SUBJECT: MODIFIED SUNSET CROSSROADS SPECIFIC PLAN (SP NO. 200-20000002) VEHICLE MILES TRAVELED (VMT) COMPARATIVE ANALYSIS

Urban Crossroads, Inc. has completed the following Vehicle Miles Traveled (VMT) Comparative Analysis for the Modified Sunset Crossroads Specific Plan (Modified Project), which is generally located south of the I-10 Freeway and west of Sunset Avenue in the City of Banning. This technical memorandum presents an analysis of project-generated VMT based on a proposed change in land use and provides a comparison of analysis findings to those previously presented in the Sunset Crossroads VMT Analysis (dated August 25, 2023) and the Sunset Crossroads Draft Environmental Impact Report (SCH No. 2021020011) dated December 2023; hereafter referred to as the “2023 VMT Analysis”. Specifically, the purpose of this analysis is to determine whether the Modified Project’s proposed land use changes would result in any new VMT impacts as compared to those previously disclosed in the 2023 VMT Analysis.

PROJECT OVERVIEW

The DEIR and the 2023 VMT Analysis evaluated 268,400 square feet of commercial uses and a hotel with 125 rooms and comprised of approximately 90,000 square feet within a 47.9-acre portion of the Development Site designated for freeway-oriented General Commercial land uses, 5,545,000 square feet of industrial land uses within a 392.0-acre portion of the development site, with the remaining 93.9 acres designated as Open Space-Resources (53.0 acres), Open Space-Parks (12.6 acres), or assigned for circulation features (28.3 acres).

This VMT analysis evaluates proposed land use changes defined as part of the Modified Project to ensure VMT impacts are no greater than those already disclosed in the 2023 VMT Analysis. Specifically, the following land use changes have been evaluated as part of a Modified Project description:

- o Removal of 330,000 square feet of High-Cube Cold Storage Use (Buildings 5 & 6)
- o Removal of 105,500 square feet of Warehousing use (Buildings 5 & 6)
- o Removal of 42,500 square feet of General Light Industrial use (Buildings 5 & 6)
- o Removal of 40,700 square feet of Go-Kart Racing use
- o Removal of 13,000 square feet of Rock Climbing use
- o Removal of 116,700 square feet of Health/Fitness Club use
- o Removal of 9,500 square feet of Medical-Dental Office use

- o Removal of 7,500 square feet of Truck Stop use
- o Removal of 9,500 square foot Quality Restaurant use
- o Reduce Retail use from 12,000 square feet to 5,005 square feet
- o Reduce High Turnover Sit-down Restaurant use from 40,000 square feet to 10,595 square feet
- o Reduce Fast-food Restaurant With Drive-Through Window use from 7,000 square feet to 645 square feet
- o Addition of 200,000 square feet of Discount Club use
- o Addition of 7,508 square feet of Fast-Food Without Drive-Through Window use

This results in a total reduction of 478,000 square feet of Industrial use along with a total reduction of 239,655 square feet of Commercial Retail uses and replacing these uses with 200,000 square feet of Discount Club use and 7,508 square feet of Fast-Food Without Drive-Through Window use. All other Industrial and Retail uses remain the same.

VMT METRIC AND SIGNIFICANCE THRESHOLD

This VMT analysis has been prepared in accordance with the City's adopted Traffic Impact Analysis Guidelines for Local Transportation Analysis and Vehicle Miles Traveled Analysis (1). (dated October 2021, referred to as City Guidelines). As stated in Section 4.2.3 of the City Guidelines, "for mixed-use projects (i.e., projects containing more than one land use type), the VMT analysis should be performed separately for each component of the project using the most appropriate VMT metric."¹

The City has adopted the VMT metric for retail projects greater than 50,000 sf of gross leasable area to utilize the metric of net change in total VMT. Therefore, for purposes of this analysis with respect to the Modified Project's Retail uses a significant impact to VMT would occur if the addition of the Modified Project's retail component would result in a **net increase in total VMT for the WRCOG region**. City Guidelines defines the region as the WRCOG region for VMT analysis.

For projects that are not residential, office, or retail land use types, the City Guidelines identify VMT per employee as the appropriate VMT metric for analysis. Therefore, the Project's non-retail uses should be evaluated based on the metric VMT per employee. A significant impact to VMT would occur if the addition of the Project's non-retail component would result in Project generated **VMT per employee to exceed the City's significance threshold of 25.9**.

PROJECT VMT ESTIMATES

In the Modified Project, the reduction in estimated employees is attributable solely to decreases in building square footage rather than any change to employee density assumptions. Employee estimates are derived using the County of Riverside's standard conversion factors of 1,030 square feet per employee for industrial uses and 500 square feet per employee for retail uses. Accordingly, the original 5,545,000 square feet of industrial space generated 5,383 employees, while the reduced 5,067,000 square feet under the Modified Project generates 4,920 employees. Similarly, retail employment decreased from 537 to 520 employees as retail building area declined from 268,400 to 223,753 square feet. Hotel employment remains unchanged at 73 employees. While certain jurisdictions apply a lower employee ratio for big-box retail than for smaller shops, the County's standard factor of 500 square feet per employee was applied uniformly across all retail space in this

¹ City's Guidelines; Page 20.

analysis. Tables 1 & 2 identify the 2023 VMT Analysis and the Modified Project's employment estimates.

TABLE 1: 2023 VMT ANALYSIS EMPLOYMENT ESTIMATES

Land Use	Building Area	Conversion Factor ¹	Estimated Employees
Industrial	5,545,000 SF	1,030 SF per employee	5,383 Industrial Employees
Retail	268,400 SF	500 SF per employee	537 Retail Employees
Hotel	125 Rooms	14.34 trips per employee ²	73 Service Employees

Riverside County General Plan; Appendix E-2

² ITE Trip Generation Manual (10th Edition). 1,046 hotel daily trips / 14.34 trips per employee = 73 hotel employees

TABLE 2: MODIFIED PROJECT EMPLOYMENT ESTIMATES

Land Use	Building Area	Conversion Factor ¹	Estimated Employees
Industrial	5,067,000 SF	1,030 SF per employee	4,920 Industrial Employees
Retail	223,753 SF	500 SF per employee	520 Retail Employees
Hotel	125 Rooms	14.34 trips per employee ²	73 Service Employees

Riverside County General Plan; Appendix E-2

² ITE Trip Generation Manual (10th Edition). 1,046 hotel daily trips / 14.34 trips per employee = 73 hotel employees

RETAIL VMT CALCULATION

As described previously, retail land uses are evaluated using net change in total VMT for the WRCOG region. RIVCOM was applied to calculate link level VMT for the WRCOG region under both "Baseline No Project" and "Baseline With Project" scenarios. This approach, commonly referred to as the "boundary method," accounts for all vehicle trips with one or both trip ends within a defined geographic area, in this case the WRCOG region. As shown in Table 3, the Modified Project results in a net decrease in total VMT within the WRCOG Region, which falls below the City's impact threshold. By comparison, the Modified Project results in less total VMT within the WRCOG Region than that previously reported in the 2023 VMT Analysis.

TABLE 3: NET CHANGE IN TOTAL VMT

Retail	No Project	Modified Project	2023 VMT Analysis
Total VMT	46,664,450	46,206,951	46,241,002
+/- to Total VMT	-	-457,499	-423,448
Net Increase?	-	No	No
Exceeds Threshold?	-	No	No

NON-RETAIL VMT CALCULATION

The City's Guidelines specify VMT per employee as the appropriate metric for evaluating industrial land uses. For this analysis, RIVCOM was used to estimate the Project-generated VMT associated with the non-retail land uses. This value was then divided by the Project's employment estimate to determine the Project's VMT per employee. Table 3 summarizes the home-based work (HBW) VMT results from RIVCOM along with the estimated number of non-retail employees and the corresponding VMT per employee metric. As shown in Table 3, the Modified Project was found to

result in less HBW VMT as compared to the 2023 VMT Analysis, and the resulting VMT per employee metric was also found to be lower for the Modified Project as compared to the 2023 VMT Analysis.

TABLE 3: NON-RETAIL VMT PER EMPLOYEE

Non-Retail	Modified Project	2023 VMT Analysis
HBW VMT	151,224	165,615
Employment	4,920	5,383
VMT per Employee¹	30.7	30.8
City Threshold	25.9	25.9
Difference	+4.8	+4.9
Percent Above Threshold	+18.5%	+18.9%
Exceeds Threshold?	Yes	Yes

HBW VMT per Employee is a measure of all auto trips between home and work and does not include heavy duty truck trips or freight, which is consistent with City Guidelines.

CONCLUSION

Based on the results of this analysis, the following findings are made:

- o Changes to land use for the Modified Project results in a reduction of 478,000 square feet of industrial uses and 239,655 square feet of retail uses, partially replaced by 200,000 square feet of Discount Club use and 7,508 square feet of Fast Food Without Drive Through use.
- o The retail VMT analysis shows a decrease in total regional VMT for the Modified Project as compared to that evaluated in the 2023 VMT Analysis.
- o The Modified Project was also found to result in less HBW VMT as compared to the 2023 VMT Analysis, and the resulting VMT per employee metric was also found to be lower for the Modified Project as compared to the 2023 VMT Analysis.
- o The Modified Project would result in the same VMT impact findings as the 2023 VMT Analysis.
 - The Retail component would continue to result in a less than significant VMT impact.
 - Conversely, the non-retail components of the Project would continue to result in a significant and unavoidable VMT impact.
 - All previously identified VMT-reducing measures and project design features remain applicable and appropriate to reduce project-related VMT to the extent feasible.

If you have any questions, please contact me directly at aso@urbanxroads.com.

REFERENCES

1. **City of Banning.** *Traffic Impact Analysis Guidelines For Local Transportation Analysis and Vehicle Miles Traveled Analysis*. City of Banning : s.n., October 2021.

ATTACHMENT D:
NOISE

TECHNICAL MEMORANDUM

DATE: September 3, 2025
TO: JJ Jenkins, NP Banning Industrial, LLC
FROM: Bill Maddux, Urban Crossroads, Inc.
JOB NO: 13534-13

SUBJECT: SUNSET CROSSROADS NOISE ASSESSMENT

Urban Crossroads, Inc. is pleased to provide the following supplemental Noise Assessment in support of the Sunset Crossroads (Project). A Final Environmental Impact Report (FEIR) for the Original Project was completed and released for public review in 2024. (1) The FEIR determined that all Project noise impacts would be reduced to less than significant with the incorporation of project design features and mitigation measures.

The purpose of this assessment is to determine whether the Modified Project's proposed land use changes would result in any new or additional noise impacts based on the City's noise standards and thresholds used in the FEIR that were not previously analyzed.

PROJECT BACKGROUND

The FEIR for the Sunset Crossroads Project evaluated 5,545,000 square feet of Warehousing/Industrial/Light industrial use, including 330,000 square feet of High Cube Cold Storage Warehouse use, with a commercial component that included up to 268,400 square feet (including a 7,500 square foot Truck Stop with Fueling Stations), plus a 125-room Hotel (Project) with the following mix of uses:

- 3,381,000 square feet of High-Cube Fulfillment Center Warehouse use
- 197,500 square feet of General Light Industrial use
- 490,500 square feet of Warehousing use
- 896,000 square feet of High-Cube Transload and Short-term Storage Warehouse use
- 250,000 square feet of High-Cube Parcel Hub Warehouse use
- 330,000 square feet of High-Cube Cold Storage Warehouse use
- 12,000 square feet of Retail use
- 40,700 square feet of Go-Kart Racing use
- 13,000 square feet of Rock Climbing use
- 12,500 square feet of Trampoline Park use
- 116,700 square feet of Health/Fitness Club
- 9,500 square feet of Quality Restaurant use
- 40,000 square feet of High Turnover Sit-Down Restaurant use
- 7,000 square feet of Fast-Food Restaurant with Drive-Through Window use
- 9,500 square feet of Medical-Dental Office use
- 125-room Hotel
- 7,500 square foot Truck Stop

A new 2025 trip generation assessment has been prepared by Urban Crossroads, Inc. that compares the Modified Project with the changes proposed as part of the Development Agreement to the Project in the FEIR to ensure the environmental effects are less than those already disclosed in the DEIR. (2) Specifically, the changes to the Modified Project are outlined as follows:

- Removal of 330,000 square feet of High-Cube Cold Storage Use (Buildings 5 & 6)
- Removal of 105,500 square feet of Warehousing use (Buildings 5 & 6)
- Removal of 42,500 square feet of General Light Industrial use (Buildings 5 & 6)
- Removal of 40,700 square feet of Go-Kart Racing use
- Removal of 13,000 square feet of Rock Climbing use
- Removal of 116,700 square feet of Health/Fitness Club use
- Removal of 9,500 square feet of Medical-Dental Office use
- Removal of 7,500 square feet of Truck Stop use
- Removal of 9,500 square feet of Quality Restaurant use
- Reduce Retail use from 12,000 square feet to 5,005 square feet
- Reduce High Turnover Sit-down Restaurant use from 40,000 square feet to 10,595 square feet
- Reduce Fast-food Restaurant With Drive-Through Window use from 7,000 square feet to 645 square feet
- Addition of 200,000 square feet of Discount Club use
- Addition of 7,508 square feet of Fast-Food Without Drive-Through Window use

This results in a total reduction of 478,000 square feet of Industrial use, along with a total reduction of 239,655 square feet of Commercial Retail uses, and replacing these uses with 200,000 square feet of Discount Club use and 7,508 square feet of Fast-Food Without Drive-Through Window use. All other Industrial and Retail uses remain the same.

OFF-SITE TRAFFIC EVALUATION

The Modified Project generates 17,852 average daily trips (16,004 passenger vehicles and 1,848 trucks), a reduction from the Project's 20,469 average daily trips (17,166 passenger vehicles and 3,300 trucks). This represents a 7 percent (%) decrease in vehicle trips and a 44% decrease in truck trips (32% total). Table 1 summarizes the estimated trip generation between the alternatives after converting the project truck trips to passenger vehicles.

TABLE 1: TRIP GENERATION SUMMARY

Land Use	Traffic Volumes	
	Daily	Normalized
Project		
Passenger Cars	17,166	17,166
Trucks	3,330	33,300
Project Total	20,496	50,466
Modified Project		
Passenger Cars	16,004	16,004
Trucks	1,848	18,480
Modified Project Total	17,852	34,484
Project vs. Modified Project		
Net Change of Passenger Cars	-1,162	-1,162
Net Change of Trucks	-1,482	-14,820
Total Project Net Change	-2,644	-15,982

OFF-SITE TRAFFIC NOISE

Given that trucks produce noise levels up to 10 times higher than passenger vehicles, as noted in the California Department of Transportation (Caltrans) Technical Noise Supplement (TeNS), this reduction is significant for noise impacts. (3) If we evaluate the increase in trip generation between the Project and the Modified Project, converting all vehicles to passenger vehicle equivalents, gives us a 32% decrease in overall equivalent vehicles. As identified in the *Modified Sunset Crossroads (SP No. 20-20000002) Trip Generation Assessment* the distribution of traffic under the Modified Project would be similar to the Project. (2) Therefore, this decrease in traffic volumes would occur on the same roadways identified in the FEIR and would result in a 2 dBA CNEL decrease over off-site traffic noise levels identified for the Project in the FEIR.

OPERATION

The FEIR identified stationary operations noise sources, including truck delivery and truck loading/unloading activities; heating, ventilation, and air conditioning (HVAC), including cold storage, equipment; refrigeration equipment; drive-through speakerphones; parking activities; fueling activities; and outdoor eating activities. The FEIR Supplemental Noise Analysis concluded that with Project design features included in the FEIR, noise levels generated from operations of the Development Project would be less than significant, including at residential noise receivers (4).

The Modified Project would include similar on-site noise sources; however, there would be fewer loading docks and less on-site truck activity as well as less rooftop equipment associated with cold storage, which is anticipated to result in lower overall noise levels at surrounding receivers. Since the same Project design feature included in the FEIR Supplemental Noise Analysis would continue to be applicable to the Modified Project and the noise sources are similar, the Modified Project would result in less than significant impacts.

CONSTRUCTION

The FEIR evaluated on-site construction activities and off-site traffic noise from construction deliveries and workers accessing the Project site. The analysis included Mass Grading, Grading, Sitework-Utilities, Building Construction, Paving, and Architectural Coatings. The FEIR concluded that noise levels generated from on-site construction activity and off-site construction-related traffic would be less than significant, including at residential noise receivers. However, because it is yet to be determined if a noise barrier can be constructed on the City's right-of-way, construction noise impacts for the construction of the roadway and utilities on Sunset Boulevard would be considered significant and unavoidable.

The Modified Project would require a similar level of construction effort, including similar phases of construction, equipment requirements, number of workers, and deliveries. Thus, construction noise from the construction of the Modified Project is anticipated to be nearly identical to the Project and would therefore result in similar impacts as the Project. Therefore, the Modified Project would also result in significant unavoidable impacts.

CONCLUSION

The Modified Project is anticipated to reduce off-site traffic noise impacts and result in similar operations and construction impacts. Therefore, the Modified Project does not result in a new



significant environmental impact or a substantial increase in the severity of an environmental impact. Therefore, this does not represent significant new information as defined in Section 15088.5(a) of the State CEQA Guidelines. The project modifications do not change the findings in the Final EIR and lessen noise impacts without causing any new environmental impacts.

REFERENCES

1. **City of Banning.** *Sunset Crossroads Project Final Environmental Impact Report, SCH# 2021020011.* Banning, California : LSA Associates, Inc., July 2024.
2. **Urban Crossroads, Inc.** *Modified Sunset Crossroads (SP No. 20-20000002) Trip Generation Assessment.* 2025.
3. **California Department of Transportation Environmental Program.** *Technical Noise Supplement - A Technical Supplement to the Traffic Noise Analysis Protocol.* Sacramento, CA : s.n., September 2013.
4. **LSA Associates, Inc.** *Supplemental Noise Analysis for the Sunset Crossroads Project, Banning, California.* July 2024.