



An Employee-Owned Company

August 28, 2017

Mr. Richard Poolis
Exeter 2005 Harmony Grove Land LLC
101 West Elm Street, Suite 600
Conshohocken, PA 19428

Reference: Air Quality Analysis for the Harmony Grove Industrial Project (RECON Number 8811)

Dear Mr. Poolis:

The purpose of this letter report is to assess potential short-term local and regional air quality impacts resulting from the development of the Harmony Grove Industrial Project (project) located in the city of Escondido, California. The project site was previously analyzed as two separate projects: the Victory Industrial Park and the Escondido Innovation Center. While the two project sites are located adjacent to each other, the projects were processed independently. RECON prepared air quality technical reports for each project, and it was found that each project would result in less than significant impacts related to air quality (RECON 2016a, 2016b). This report summarizes the air quality impacts associated with the revised project, which proposes a single industrial building on the combined project site. The analysis of impacts is based on federal and state Ambient Air Quality Standards (AAQS) and assessed in accordance with the regional guidelines, policies, and standards and the San Diego Air Pollution Control District (SDAPCD). As discussed in this letter, the project would result in less than significant impacts to air quality.

1.0 PROJECT DESCRIPTION

The project site is located at 1925 and 2005 Harmony Grove Road in Escondido, California. Figure 1 shows the regional location of the project site. Figure 2 shows an aerial photograph of the project vicinity. As shown, the 11.04-acre site is currently undeveloped; however, the southern portion of the project site has now been graded in preparation of development associated with the approved Victory Industrial Park project.

The project would construct 215,275 square feet of industrial uses in one building. The light industrial use would consist of 204,775 square feet of warehouse space and 10,500 square feet of office space. The project would include surface parking and truck loading docks. Figure 3 shows the proposed site plan.

2.0 ENVIRONMENTAL SETTING

The project site lies within the San Diego Air Basin (SDAB), which is regulated by the SDAPCD. Air quality at a given location is a function of the types and quantities of pollutants being emitted into the air locally and throughout the basin, and the dispersal rates of pollutants within the region. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.



 Project Location

FIGURE 1
Regional Location



 Project Boundary

FIGURE 2

Project Location on Aerial Photograph

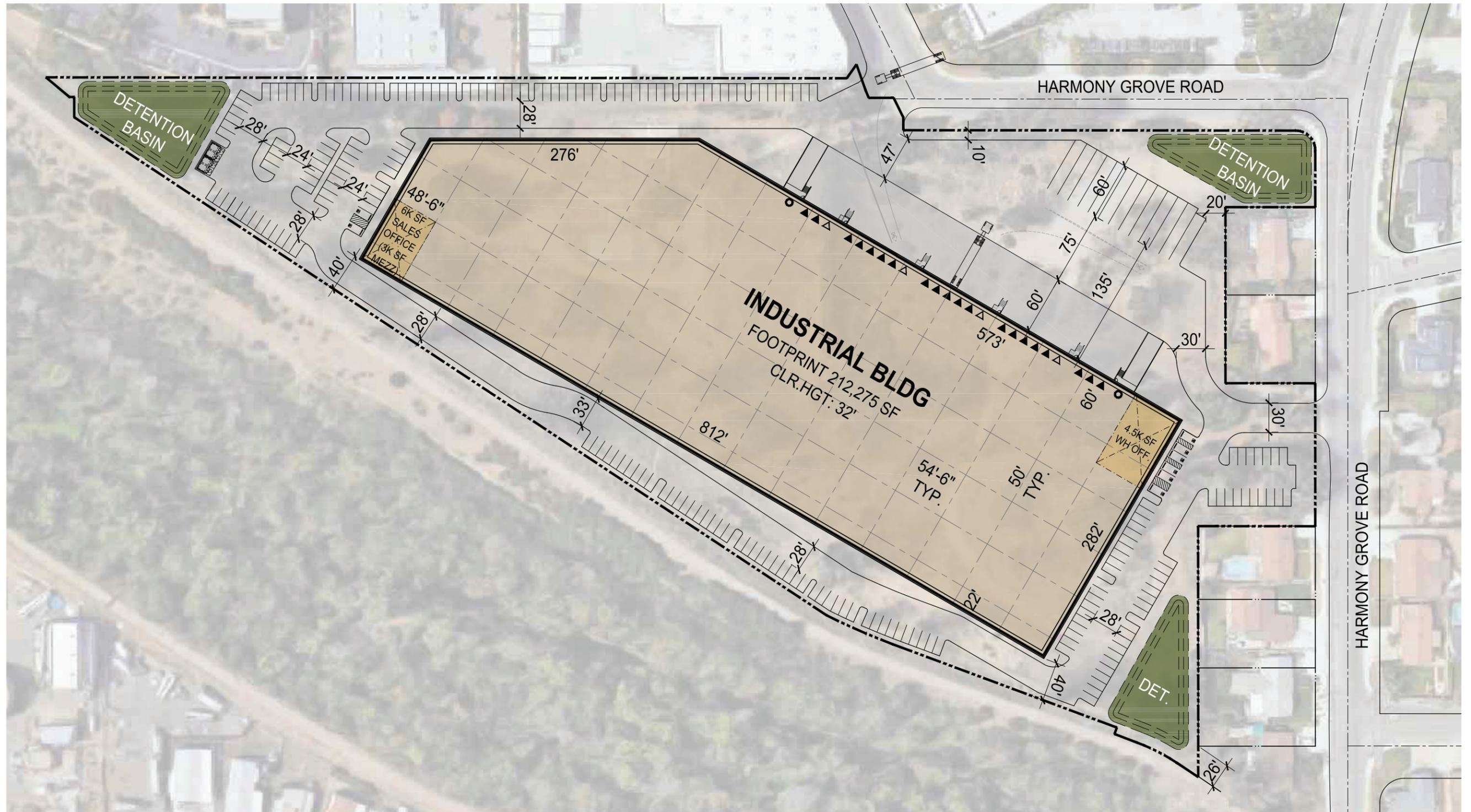


FIGURE 3
Site Plan

2.1 Regulatory Framework

2.2.1 Federal Regulations

AAQS represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. Environmental Protection Agency (EPA) developed primary and secondary National Ambient Air Quality Standards (NAAQS).

Six criteria pollutants of primary concern have been designated: ozone (O₃), carbon monoxide (CO), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), lead (Pb), and respirable particulate matter (particulate matter less than 10 microns [PM₁₀] and particulate matter less than 2.5 microns [PM_{2.5}]). The U.S. EPA developed primary and secondary NAAQS. The NAAQS are summarized in Table 1.

If an air basin is not in federal attainment for a particular pollutant, the basin is classified as non-attainment area for that pollutant. The SDAB is currently classified as a federal non-attainment area for ozone.

2.2.2 State Regulations

The California Air Resources Board (CARB) has developed the California Ambient Air Quality Standards (CAAQS), which include other pollutants than only the federally identified criteria pollutants. The CAAQS are summarized in Table 1.

Similar to the federal CAA, the state classifies areas air basins as either attainment or nonattainment areas for each pollutant based on the comparison of measured data with the CAAQS. The SDAB is a non-attainment area for the state ozone standards, the state PM₁₀ standard, and the state PM_{2.5} standard.

2.2.3 State Implementation Plan

The California State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving AAQS. The SDAPCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The SDAPCD adopts rules, regulations, and programs to implement and attain federal and state air quality standards, and appropriates money (including permit fees) to achieve its objectives.

2.2.4 Regional Air Quality Strategy

The SDAPCD prepared the original 1991/1992 Regional Air Quality Strategy (RAQS) in response to requirements set forth in the California Clean Air Act (CCAA). The CCAA requires areas that are designated nonattainment of state ambient air quality standards for ozone, CO, SO₂, or NO₂ to prepare and implement state plans to attain the standards by the earliest practicable date (California Health and Safety Code Section 40911(a)). With the exception of state ozone standards, each of these standards has been attained in the SDAB (SDAPCD 2016).

Included in the RAQS are the Transportation Control Measures (TCMs) prepared by the San Diego Association of Governments (SANDAG) that control emissions from mobile sources (SDAPCD 2016). The RAQS and TCM set forth the steps needed to accomplish attainment of CAAQS for ozone. The most recent update of the RAQS and corresponding TCMs were adopted in 2016.

Table 1 Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		–		
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	No Separate State Standard		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m ³)	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		–	–	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemi- luminescence	100 ppb (188 µg/m ³)	–	Gas Phase Chemi- luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	–	Ultraviolet Fluorescence; Spectro- photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) ¹¹	–	
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chroma- tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chroma- tography			

Table 1
Ambient Air Quality Standards

NOTES:

ppm = parts per million; ppb = parts per billion; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter; – = not applicable.

- ¹ California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM_{10} , $\text{PM}_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- ² National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10} , the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For $\text{PM}_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
- ³ Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- ⁴ Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
- ⁵ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- ⁶ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- ⁷ Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.
- ⁸ On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- ⁹ On December 14, 2012, the national annual $\text{PM}_{2.5}$ primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour $\text{PM}_{2.5}$ standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standards of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM_{10} standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- ¹⁰ To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- ¹¹ On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- ¹² The ARB has identified lead and vinyl chloride as ‘toxic air contaminants’ with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- ¹³ The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- ¹⁴ In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are “extinction of 0.23 per kilometer” and “extinction of 0.07 per kilometer” for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB 2016.

2.2 Existing Air Quality

Air quality is commonly expressed as the number of days per year in which air pollution levels exceed federal standards set by the U.S. EPA or state standards set by the CARB. The SDAPCD maintains 10 air quality monitoring stations located throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

The Escondido-East Valley Parkway monitoring station located at 600 East Valley Parkway (approximately 2.5 miles northeast of the project site) is the nearest station to the project site. The Escondido monitoring station measures ozone, NO₂, PM₁₀, and PM_{2.5}. Table 2 provides a summary of measurements collected at the Escondido monitoring station for the years 2011 through 2015.

Table 2 Summary of Air Quality Measurements Recorded at the Escondido – East Valley Parkway Monitoring Station					
Pollutant/Standard		2012	2013	2014	2015
Ozone					
Days State 1-hour Standard Exceeded (0.09 ppm)	1	0	0	1	0
Days State 8-hour Standard Exceeded (0.07 ppm)	2	1	4	7	2
Days Federal 8-hour Standard Exceeded (0.075 ppm)	2	0	0	5	0
Max. 1-hr (ppm)	0.098	0.084	0.084	0.099	0.079
Max 8-hr (ppm)	0.089	0.073	0.074	0.079	0.071
Nitrogen Dioxide					
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppm)	0	0	0	0	0
Max 1-hr (ppm)	0.062	0.062	0.061	0.063	0.048
Annual Average (ppm)	Na	0.013	0.013	0.011	Na
PM₁₀					
Measured Days State 24-hour Standard Exceeded (50 µg/m ³)	0	0	1	0	0
Calculated Days State 24-hour Standard Exceeded (50 µg/m ³)*	0.0	0.0	6.0	0.0	--
Measured Days Federal 24-hour Standard Exceeded (150 µg/m ³)	0	0	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (150 µg/m ³)*	0.0	0.0	0.0	0.0	--
Max. Daily (µg/m ³)	40.0	33.0	82.0	44.0	31.0
State Annual Average (µg/m ³)	18.8	18.1	23.1	21.5	--
Federal Annual Average (µg/m ³)	18.8	18.0	23.2	21.6	17.5
PM_{2.5}					
Measured Days Federal 24-hour Standard Exceeded (35 µg/m ³)	0	1	1	1	0
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m ³)*	0.0	3.1	1.1	1.0	Na
Max. Daily (µg/m ³)	27.4	70.7	56.3	82.3	62.5
State Annual Average (µg/m ³)	10.4	Na	10.5	9.6	--
Federal Annual Average (µg/m ³)	10.4	10.5	11.0	9.9	--
SOURCE: CARB 2017. ppm = parts per million µg/m ³ = micrograms per cubic meter -- = Not available. * Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.					

3.0 THRESHOLDS OF SIGNIFICANCE

Thresholds used to evaluate potential impacts to air quality are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G, SDAPCD regulations, and the City of Escondido (City) Municipal Code. The project would have a significant air quality impact if it would:

1. Obstruct or conflict with the implementation of the RAQS.
2. Result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation.
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including the release of emissions which exceed quantitative thresholds for ozone precursors).
4. Expose sensitive receptors to substantial pollutant concentration including air toxics such as diesel particulates.
5. Create objectionable odors affecting a substantial number of people.

Emissions resulting from implementation of the project would be due to construction and operation of the project. Section 33-924(G) of the City Municipal Code, includes coordination of CEQA, quality of life standards, and growth management provisions. The purpose of Section 33-924(G) is to ensure consistency between the City’s thresholds of environmental significance and the Public Facilities Master Plans which implements the growth management element of the General Plan. The City’s General Plan contains quality of life standards that are to be considered in comprehensive planning efforts as well as individual project review. Section 33-924(G)(6) includes thresholds for volatile organic compounds/reactive organic gases (VOC/ROG), oxides of nitrogen (NO_x), CO, sulfur oxides (SO_x), PM₁₀, PM_{2.5}, and lead (Pb). These thresholds are summarized in Table 3.

Table 3 City of Escondido Air Quality Significance Thresholds	
Pollutant	Emission Rate (pounds per day)
ROG/VOC ¹	75 ² /55 ³
NO _x	250
CO	550
SO _x	250
PM ₁₀	100
PM _{2.5}	55
Lead	3.2 ⁴
SOURCE: Escondido Municipal Code Section 33-924(G) ¹ Note that ROG and VOC are interchangeable in the context of this analysis. ² Threshold for construction per SCAQMD CEQA Air Quality Handbook. ³ Threshold for operation per SCAQMD CEQA Air Quality Handbook. ⁴ Not applicable to construction.	

4.0 EMISSION CALCUALTIONS

Air emissions were calculated using California Emissions Estimator Model (CalEEMod) 2016.3.1 (California Air Pollution Control Officers Association [CAPCOA] 2016). CalEEMod is a tool used to estimate air

emissions resulting from land development projects in the state of California. The model generates air quality emission estimates from three basic sources: construction sources, area sources (e.g., landscaping equipment and natural gas heating), and mobile sources (e.g., traffic). CalEEMod provides emission estimates of NO_x, CO, SO_x, PM₁₀, PM_{2.5}, and ROG.

Inputs to CalEEMod include such items as the air basin containing the project, land uses, trip generation rates, trip lengths, duration of construction phases, construction equipment usage, grading areas, season, and ambient temperature, as well as other parameters. The CalEEMod output files are contained in Attachment 1 and provide the specific inputs.

4.1 Construction Emissions

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions include the following:

- Fugitive dust from grading activities;
- Construction equipment exhaust;
- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

Construction-related pollutants result from dust raised during demolition and grading, emissions from construction vehicles, and chemicals used during construction. Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust. Construction operations are subject to the requirements established in SDAPCD Regulation 4, Rules 52, 54, and 55.

Heavy-duty construction equipment is usually diesel powered. In general, emissions from diesel-powered equipment contain more NO_x, SO_x, and particulate matter than gasoline-powered engines. However, diesel-powered engines generally produce less CO and less ROG than gasoline-powered engines. Standard construction equipment includes tractors/loaders/backhoes, rubber-tired dozers, excavators, graders, cranes, forklifts, rollers, paving equipment, generator sets, welders, cement and mortar mixers, and air compressors.

Primary inputs are the numbers of each piece of equipment and the length of each construction stage. Specific construction phasing and equipment parameters are not available at this time. However, CalEEMod can estimate the required construction equipment when project-specific information is unavailable. The estimates are based on surveys, performed by the South Coast Air Quality Management District and the Sacramento Metropolitan Air Quality Management District of typical construction projects, which provide a basis for scaling equipment needs and schedule with a project's size. Air emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters. Construction emissions were modeled assuming construction would begin in January 2018 and last approximately two years. Grading has already been completed for the southern half of the project site; thus, assuming emissions associated with grading and construction of the entire site is conservative.

Table 4 shows the total projected construction maximum daily emission levels for each criteria pollutant. The CalEEMod output files for construction emissions are contained in Attachment 1.

Table 4 Summary of Worst-case Construction Emissions (pounds per day)						
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Site Preparation	5	48	23	0	21	12
Excavation/Shoring	5	60	36	0	11	6
Building Construction	3	28	22	0	3	2
Paving	2	15	15	0	1	1
Architectural Coatings	15	2	2	0	0	0
Maximum Daily Emissions	15	60	36	0	21	12
<i>Significance Threshold</i>	<i>75</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>

Standard dust control measures would be implemented as a part of project construction in accordance with SDAPCD rules and regulations. Fugitive dust emissions were calculated using CalEEMod default values, and did not take into account the required dust control measures. Thus, the emissions shown in Table 4 are conservative.

For assessing the significance of the air quality emissions resulting during construction of the project, the construction emissions were compared to the City significance thresholds shown in Table 4. As shown in Table 4, maximum daily construction emissions associated with the project are projected to be less than the applicable thresholds for all criteria pollutants. Construction-related air quality impacts would be less than significant.

4.2 Operational Emissions

Mobile source emissions would originate from traffic generated by the project. Area source emissions would result from the use of natural gas, consumer products, as well as applying architectural coatings and landscaping activities.

4.2.1 Mobile Source Emissions

Mobile source operational emissions are based on the trip rate and length for each type and square footage of a particular land use. According to the project traffic report, the project would generate 1,085 average daily trips (Linscott Law & Greenspan 2017). Based on regional data compiled by CARB as part of the emission factor model, the average regional trip length for all trips in San Diego County is 5.8 miles. This distance is multiplied by the total trip generation of the project to determine total project annual vehicle miles traveled (VMT; CARB 2014). Default vehicle emission factors were modeled.

4.2.2 Area Source Emissions

Area source emissions associated with the project include consumer products, natural gas used in space and water heating, architectural coatings, and landscaping equipment. Hearths (fireplaces) and woodstoves are also a source of area emissions; however, the project would not include hearths or woodstoves. Consumer products are chemically formulated products used by household and institutional consumers, including but not limited to detergents, cleaning compounds, polishes, floor finishes, disinfectants, sanitizers, and aerosol paints but do not include other paint products, furniture coatings, or architectural coatings. Emissions due to consumer products are calculated using total building area and product emission factors. Emissions are generated from the combustion of natural gas used in space and water heating. Emission estimates are based on the Residential Appliance Saturation Survey, which is a comprehensive energy use assessment that includes the end use for various climate zones in California.

For architectural coatings, emissions result from evaporation of solvents contained in surface coatings such as in paints and primers. Emission estimates are based on the building surface area, architectural coating emission factors, and a reapplication rate of 10 percent of area per year. Landscaping maintenance includes

fuel combustion emission from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers as well as air compressors, generators, and pumps. Emission calculations take into account building area, equipment emission factors, and the number of operational days (summer days).

4.2.3 Total Operational Emissions

Table 5 provides a summary of the operational emissions generated by the project. CalEEMod output files for project operation are contained in Attachment 1. As shown, project-generated emissions are projected to be less than the significance thresholds for all criteria pollutants.

	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	5	0	0	0	0	0
Energy Sources	0	0	0	0	0	0
Mobile Sources	2	16	19	0	5	1
Total	7	16	20	0	5	1
<i>Significance Threshold</i>	<i>55</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>55</i>

5.0 IMPACT ANALYSIS

1. *Would the project obstruct or conflict with the implementation of the San Diego RAQS?*

The RAQS is the applicable regional air quality plan that sets forth the SDAPCD's strategies for achieving the NAAQS and CAAQS. The SDAB is designated a non-attainment area for the federal and state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the standards for ozone. The two pollutants addressed in the RAQS are ROG and NO_x, which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling emissions and, by extension, to maintaining and improving air quality. The RAQS, in conjunction with the TCM, were most recently adopted in 2016 as the air quality plan for the region.

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by SANDAG in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the General Plan would not conflict with the RAQS. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event that development which is greater than anticipated in the growth projections is proposed, further analysis would be warranted to determine if the project would exceed the growth projections used in the RAQS for the specific subregional area.

The entire project site is designated as LI-Light Industrial in the City General Plan. The project would be consistent with the General Plan land use designation and with the growth anticipated by the City General Plan. Additionally, as discussed under Issue 2, project emissions would not exceed the project-level significance thresholds from the City Municipal Code. These thresholds are intended to both define quality of life standards and implement the Growth Management Element of the City General Plan. The project would therefore not result in an increase in emissions that are not already accounted for in the RAQS. Thus, the project would not obstruct or conflict with implementation of the RAQS.

2. *Would the project result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

As shown in Table 4, project construction would not exceed the applicable regional emissions thresholds. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. Therefore, as project construction emissions would be well below these limits, project construction would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations.

Long-term emissions of regional air pollutants occur from operational sources. As shown in Table 5, project operation would not exceed the applicable regional emissions thresholds. Therefore, as project operation emissions would be well below these limits, project operation would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Therefore, the project would result in a less than significant impact.

3. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including release emissions which exceed quantitative thresholds for ozone precursors)?*

The region is classified as an attainment area for all criterion pollutants except ozone, PM₁₀, and PM_{2.5}. The SDAB is a non-attainment area for the 8-hour federal and state ozone standards. Ozone is not emitted directly, but is a result of atmospheric activity on precursors. NO_x and ROG are known as the chief “precursors” of ozone. These compounds react in the presence of sunlight to produce ozone.

As shown in Tables 4 and 5, emissions of ozone precursors (ROG and NO_x), PM₁₀, and PM_{2.5} from construction and operation would be below the applicable thresholds. Therefore, the project would not result in a cumulatively considerable net increase in emissions of ozone, PM₁₀, or PM_{2.5}, and impacts would be less than significant.

4. *Would the project expose sensitive receptors to substantial pollutant concentration including air toxics such as diesel particulates?*

Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. There are residential uses located north, south, and east of the project site.

Construction of the project and associated infrastructure would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Construction of the project would result in the generation of diesel-exhaust diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from the project site.

Generation of DPM from construction projects typically occurs in a single area for a short period. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were two years, the exposure would be less than 7 percent of the total exposure period used for health risk calculation.

Therefore, because of the limited size of the project and the short duration of construction, DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic toxic air contaminants that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of U.S. EPA and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types,

the DPM emissions of individual equipment would be substantially reduced over the years as the project construction continues. Therefore, project construction would not expose sensitive receptors to substantial pollutant concentration.

CARB has provided guidelines for the siting of land uses near heavily traveled roadways. CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible. The project would not place sensitive receptors within 500 feet of a roadway carrying 100,000 vehicles per day. Therefore, the project would not expose sensitive receptors to substantial concentrations of DPM.

The project would include 22 loading docks located on the northwest side of the building. Delivery trucks accessing the loading dock would be a source of DPM. However, heavy-duty commercial diesel trucks would be subject to idling restrictions. State regulations require manual or automatic shutdown of engines after idling for five minutes. Additionally, trucks must meet CARB emissions standards. Therefore, the loading dock operation would not result in a substantial pollutant concentration.

Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. The SDAB is a CO maintenance area under the federal CAA. This means that SDAB was previously a non-attainment area and is currently implementing a 10-year plan for continuing to meet and maintain air quality standards. As a result, ambient CO levels have declined significantly. CO hot spots have been found to occur only at signalized intersections that operate at or below level of service E with peak-hour trips for that intersection exceeding 3,000 trips. Based on the traffic impact analysis, the project would not result in a signalized intersection to operate at Level of Service E or worse (LLG 2017); therefore, the project is not anticipated to result in a CO hot spot. Therefore, localized air quality impacts to sensitive receptors would be less than significant.

5. Would the project create objectionable odors affecting a substantial number of people?

The applicant proposes a light industrial/warehouse land use that would not generate objectionable odors. Warehouses are not typically associated with odor complaints. During construction, diesel equipment may generate some nuisance odors. Sensitive receptors near the project site include residential uses and church to the northeast, and residential uses southeast across the channel; however, exposure to odors associated with project construction would be short-term and temporary in nature. Impacts would be less than significant.

6.0 CONCLUSIONS

The primary goal of the RAQS is to reduce ozone precursor emissions. Consistency with the RAQS is determined by analyzing a project with the assumptions in the RAQS. The project site is designated as LI–Light Industrial in the City General Plan. Because the project would be consistent with the General Plan land use designation, it would be consistent with the growth anticipated by SANDAG. The project would therefore not result in an increase in emissions that are not already accounted for in the RAQS. Thus, the project would not interfere with implementation of the RAQS or other air quality plans.

As shown in Table 4, project construction emissions would not exceed the applicable regional emissions thresholds. As shown in Table 5, project operational emissions would not exceed the City's emissions thresholds. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. Therefore, as project emissions are well below these limits, project construction and operation would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Additionally, construction emissions would be temporary, intermittent, and would cease at the end of project construction.

There are sensitive uses located in the vicinity of the project site. However, the project would not result in the exposure of sensitive receptors to substantial pollutant concentrations.

Mr. Richard Poolis
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August 28, 2017

The project does not include heavy industrial or agricultural uses that are typically associated with objectionable odors. The project would involve the use of diesel-powered construction equipment. Diesel exhaust may be noticeable temporarily at adjacent properties; however, construction activities would be temporary. Therefore, odor impacts would be less than significant.

If you have any questions about the results of this analysis, please contact me at jfleming@reconenvironmental.com or (619) 308-9333 x177.

Sincerely,



Jessica Fleming
Associate Environmental Analyst

JLF:jg

Attachment

7.0 REFERENCES CITED

California Air Pollution Control Officers Association (CAPCOA)

2016 California Emissions Estimator model (CalEEMod). User's Guide Version 2016.3.1. September.

California Air Resources Board (CARB)

2014 2014 Emission Factors Web Database model. Accessed at <https://www.arb.ca.gov/emfac/2014/>.

2016 Ambient Air Quality Standards. California Air Resources Board. May 4.

2017 California Air Quality Data Statistics. California Air Resources Board Internet Site.
<http://www.arb.ca.gov/adam/welcome.html>. Top 4 Summary and Hourly Listing. Accessed July 12, 2017.

Linscott, Law, and Greenspan Engineers (LLG)

2017 Victory Industrial Park/Escondido Innovation Center: Warehouse. Prepared for Exeter Property Group. LLG Ref. 3-17-2780. August 7, 2017.

Office of Environmental Health Hazard Assessment (OEHHA)

2015 Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual), February.

RECON Environmental, Inc. (RECON)

2016a Air Quality Analysis for the Escondido Victory Industrial Park, Escondido, California. Prepared for Badiee Development. RECON Number 8175. June 17, 2016.

2016b Air Quality Analysis for the Escondido Innovation Center, Escondido, California. Prepared for Badiee Development. RECON Number 8324. October 24, 2016.

San Diego Air Pollution Control District (SDAPCD)

2016 2016 Revision of the Regional Air Quality Strategy for San Diego County. Final. December 2016.

ATTACHMENT 1

8811 Escondido Industrial - San Diego County APCD Air District, Winter

8811 Escondido Industrial
San Diego County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	10.50	1000sqft	0.24	10,500.00	0
Unrefrigerated Warehouse-No Rail	204.78	1000sqft	10.80	204,775.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2020
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	519.91	CH4 Intensity (lb/MWhr)	0.021	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

8811 Escondido Industrial - San Diego County APCD Air District, Winter

Project Characteristics - RPS - SDG&E currently at 35.2%

CalEEMod accounts for 10.2%

Additional reduction applied
(519.91, 0.021, 0.004)

Land Use - 11.04 acres

204,775 sf warehouse

10,500 sf office

Construction Phase - Arch coatings concurrent with last half of building

Architectural Coating - SDAPCD Rule 67.0.1

Vehicle Trips - 5.8 mile trip length

1,085 ADT (all applied to 204,775 sf warehouse = 5.30 trips/ksf)

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Area Coating - SDAPCD Rule 67.0.1

Energy Use - 2016 Title 24 - 5% increase in efficiency

Electricity - 4.64, 0.87

Natural Gas - 15.27, 1.49

Water And Wastewater - CalGreen - 20% decrease in indoor water use

1,492,963.48

37,884,300.00

Waste Mitigation -

Fleet Mix - 8% heavy trucks

subtracted from LDA

LDA = 0.531336

HHD = 0.08

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150

8811 Escondido Industrial - San Diego County APCD Air District, Winter

tblAreaCoating	Area_EF_Nonresidential_Interior	250	100
tblAreaCoating	Area_EF_Residential_Exterior	250	150
tblAreaCoating	Area_EF_Residential_Interior	250	100
tblConstructionPhase	NumDays	20.00	150.00
tblEnergyUse	T24E	4.88	4.64
tblEnergyUse	T24E	0.92	0.87
tblEnergyUse	T24NG	16.07	15.27
tblEnergyUse	T24NG	1.57	1.49
tblFleetMix	HHD	0.02	0.08
tblFleetMix	HHD	0.02	0.08
tblFleetMix	LDA	0.59	0.53
tblFleetMix	LDA	0.59	0.53
tblLandUse	BuildingSpaceSquareFeet	204,780.00	204,775.00
tblLandUse	LandUseSquareFeet	204,780.00	204,775.00
tblLandUse	LotAcreage	4.70	10.80
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.021
tblProjectCharacteristics	CO2IntensityFactor	720.49	519.91
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblProjectCharacteristics	OperationalYear	2018	2020
tblVehicleTrips	CC_TL	7.30	0.00
tblVehicleTrips	CC_TL	7.30	5.80
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TL	7.30	5.80
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TL	9.50	5.80
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	1.68	5.30

8811 Escondido Industrial - San Diego County APCD Air District, Winter

tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	1.68	5.30
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	1.68	5.30
tblWater	IndoorWaterUseRate	1,866,204.35	1,492,963.48
tblWater	IndoorWaterUseRate	47,355,375.00	37,884,300.00

2.0 Emissions Summary

8811 Escondido Industrial - San Diego County APCD Air District, Winter

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.2241	2.0000e-004	0.0221	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.3000e-004		0.0503
Energy	0.0157	0.1429	0.1201	8.6000e-004		0.0109	0.0109		0.0109	0.0109		171.4988	171.4988	3.2900e-003	3.1400e-003	172.5179
Mobile	1.9144	15.8686	19.4935	0.0687	4.5713	0.0725	4.6438	1.2244	0.0684	1.2927		7,103.1090	7,103.1090	0.5470		7,116.7836
Total	7.1542	16.0118	19.6357	0.0695	4.5713	0.0834	4.6548	1.2244	0.0793	1.3037		7,274.6549	7,274.6549	0.5504	3.1400e-003	7,289.3517

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	5.2241	2.0000e-004	0.0221	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.3000e-004		0.0503
Energy	0.0157	0.1429	0.1201	8.6000e-004		0.0109	0.0109		0.0109	0.0109		171.4988	171.4988	3.2900e-003	3.1400e-003	172.5179
Mobile	1.9144	15.8686	19.4935	0.0687	4.5713	0.0725	4.6438	1.2244	0.0684	1.2927		7,103.1090	7,103.1090	0.5470		7,116.7836
Total	7.1542	16.0118	19.6357	0.0695	4.5713	0.0834	4.6548	1.2244	0.0793	1.3037		7,274.6549	7,274.6549	0.5504	3.1400e-003	7,289.3517

8811 Escondido Industrial - San Diego County APCD Air District, Winter

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2018	1/12/2018	5	10	
2	Grading	Grading	1/13/2018	2/23/2018	5	30	
3	Building Construction	Building Construction	2/24/2018	4/19/2019	5	300	
4	Architectural Coating	Architectural Coating	5/18/2019	12/13/2019	5	150	
5	Paving	Paving	4/20/2019	5/17/2019	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 322,913; Non-Residential Outdoor: 107,638; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

8811 Escondido Industrial - San Diego County APCD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	89.00	35.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

8811 Escondido Industrial - San Diego County APCD Air District, Winter

3.2 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.5627	48.1988	22.4763	0.0380		2.5769	2.5769		2.3708	2.3708		3,831.6239	3,831.6239	1.1928		3,861.4448
Total	4.5627	48.1988	22.4763	0.0380	18.0663	2.5769	20.6432	9.9307	2.3708	12.3014		3,831.6239	3,831.6239	1.1928		3,861.4448

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0866	0.0620	0.5845	1.5200e-003	0.1479	1.0600e-003	0.1489	0.0392	9.8000e-004	0.0402		151.6189	151.6189	5.2500e-003		151.7503
Total	0.0866	0.0620	0.5845	1.5200e-003	0.1479	1.0600e-003	0.1489	0.0392	9.8000e-004	0.0402		151.6189	151.6189	5.2500e-003		151.7503

8811 Escondido Industrial - San Diego County APCD Air District, Winter

3.2 Site Preparation - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.5627	48.1988	22.4763	0.0380		2.5769	2.5769		2.3708	2.3708	0.0000	3,831.6239	3,831.6239	1.1928		3,861.4448
Total	4.5627	48.1988	22.4763	0.0380	18.0663	2.5769	20.6432	9.9307	2.3708	12.3014	0.0000	3,831.6239	3,831.6239	1.1928		3,861.4448

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0866	0.0620	0.5845	1.5200e-003	0.1479	1.0600e-003	0.1489	0.0392	9.8000e-004	0.0402		151.6189	151.6189	5.2500e-003		151.7503
Total	0.0866	0.0620	0.5845	1.5200e-003	0.1479	1.0600e-003	0.1489	0.0392	9.8000e-004	0.0402		151.6189	151.6189	5.2500e-003		151.7503

8811 Escondido Industrial - San Diego County APCD Air District, Winter

3.3 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	5.0901	59.5218	35.0894	0.0620		2.6337	2.6337		2.4230	2.4230		6,244.4284	6,244.4284	1.9440		6,293.0278
Total	5.0901	59.5218	35.0894	0.0620	8.6733	2.6337	11.3071	3.5965	2.4230	6.0195		6,244.4284	6,244.4284	1.9440		6,293.0278

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0962	0.0689	0.6495	1.6900e-003	0.1643	1.1800e-003	0.1655	0.0436	1.0900e-003	0.0447		168.4655	168.4655	5.8400e-003		168.6114
Total	0.0962	0.0689	0.6495	1.6900e-003	0.1643	1.1800e-003	0.1655	0.0436	1.0900e-003	0.0447		168.4655	168.4655	5.8400e-003		168.6114

8811 Escondido Industrial - San Diego County APCD Air District, Winter

3.3 Grading - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	5.0901	59.5218	35.0894	0.0620		2.6337	2.6337		2.4230	2.4230	0.0000	6,244.4284	6,244.4284	1.9440		6,293.0278
Total	5.0901	59.5218	35.0894	0.0620	8.6733	2.6337	11.3071	3.5965	2.4230	6.0195	0.0000	6,244.4284	6,244.4284	1.9440		6,293.0278

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0962	0.0689	0.6495	1.6900e-003	0.1643	1.1800e-003	0.1655	0.0436	1.0900e-003	0.0447		168.4655	168.4655	5.8400e-003		168.6114
Total	0.0962	0.0689	0.6495	1.6900e-003	0.1643	1.1800e-003	0.1655	0.0436	1.0900e-003	0.0447		168.4655	168.4655	5.8400e-003		168.6114

8811 Escondido Industrial - San Diego County APCD Air District, Winter

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883
Total	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099		2,620.9351	2,620.9351	0.6421		2,636.9883

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1881	4.6192	1.3510	9.5100e-003	0.2369	0.0367	0.2736	0.0682	0.0351	0.1033		1,017.4428	1,017.4428	0.0880		1,019.6438
Worker	0.4279	0.3064	2.8901	7.5300e-003	0.7311	5.2600e-003	0.7364	0.1939	4.8500e-003	0.1988		749.6713	749.6713	0.0260		750.3208
Total	0.6161	4.9256	4.2411	0.0170	0.9681	0.0419	1.0100	0.2621	0.0399	0.3021		1,767.1141	1,767.1141	0.1140		1,769.9646

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3.4 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.935 1	2,620.935 1	0.6421		2,636.988 3
Total	2.6795	23.3900	17.5804	0.0269		1.4999	1.4999		1.4099	1.4099	0.0000	2,620.935 1	2,620.935 1	0.6421		2,636.988 3

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1881	4.6192	1.3510	9.5100e-003	0.2369	0.0367	0.2736	0.0682	0.0351	0.1033		1,017.442 8	1,017.442 8	0.0880		1,019.643 8
Worker	0.4279	0.3064	2.8901	7.5300e-003	0.7311	5.2600e-003	0.7364	0.1939	4.8500e-003	0.1988		749.6713	749.6713	0.0260		750.3208
Total	0.6161	4.9256	4.2411	0.0170	0.9681	0.0419	1.0100	0.2621	0.0399	0.3021		1,767.114 1	1,767.114 1	0.1140		1,769.964 6

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3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.580 2	2,591.580 2	0.6313		2,607.363 5
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127		2,591.580 2	2,591.580 2	0.6313		2,607.363 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1680	4.3431	1.2422	9.4200e-003	0.2369	0.0307	0.2677	0.0682	0.0294	0.0976		1,009.750 9	1,009.750 9	0.0851		1,011.878 2
Worker	0.3952	0.2739	2.6023	7.3000e-003	0.7311	5.2100e-003	0.7363	0.1939	4.8000e-003	0.1987		727.0532	727.0532	0.0235		727.6397
Total	0.5633	4.6170	3.8445	0.0167	0.9681	0.0359	1.0040	0.2621	0.0342	0.2963		1,736.804 1	1,736.804 1	0.1086		1,739.518 0

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3.4 Building Construction - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580 2	2,591.580 2	0.6313		2,607.363 5
Total	2.3612	21.0788	17.1638	0.0269		1.2899	1.2899		1.2127	1.2127	0.0000	2,591.580 2	2,591.580 2	0.6313		2,607.363 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1680	4.3431	1.2422	9.4200e-003	0.2369	0.0307	0.2677	0.0682	0.0294	0.0976		1,009.750 9	1,009.750 9	0.0851		1,011.878 2
Worker	0.3952	0.2739	2.6023	7.3000e-003	0.7311	5.2100e-003	0.7363	0.1939	4.8000e-003	0.1987		727.0532	727.0532	0.0235		727.6397
Total	0.5633	4.6170	3.8445	0.0167	0.9681	0.0359	1.0040	0.2621	0.0342	0.2963		1,736.804 1	1,736.804 1	0.1086		1,739.518 0

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3.5 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	14.9670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	15.2335	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0799	0.0554	0.5263	1.4800e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		147.0445	147.0445	4.7400e-003		147.1631
Total	0.0799	0.0554	0.5263	1.4800e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		147.0445	147.0445	4.7400e-003		147.1631

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3.5 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	14.9670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	15.2335	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0799	0.0554	0.5263	1.4800e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		147.0445	147.0445	4.7400e-003		147.1631
Total	0.0799	0.0554	0.5263	1.4800e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		147.0445	147.0445	4.7400e-003		147.1631

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3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586		2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586		2,257.0025	2,257.0025	0.7141		2,274.8548

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0666	0.0462	0.4386	1.2300e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		122.5371	122.5371	3.9500e-003		122.6359
Total	0.0666	0.0462	0.4386	1.2300e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		122.5371	122.5371	3.9500e-003		122.6359

8811 Escondido Industrial - San Diego County APCD Air District, Winter

3.6 Paving - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586	0.0000	2,257.0025	2,257.0025	0.7141		2,274.8548
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4544	15.2441	14.6648	0.0228		0.8246	0.8246		0.7586	0.7586	0.0000	2,257.0025	2,257.0025	0.7141		2,274.8548

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0666	0.0462	0.4386	1.2300e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		122.5371	122.5371	3.9500e-003		122.6359
Total	0.0666	0.0462	0.4386	1.2300e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		122.5371	122.5371	3.9500e-003		122.6359

4.0 Operational Detail - Mobile

8811 Escondido Industrial - San Diego County APCD Air District, Winter

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	1.9144	15.8686	19.4935	0.0687	4.5713	0.0725	4.6438	1.2244	0.0684	1.2927		7,103.1090	7,103.1090	0.5470		7,116.7836
Unmitigated	1.9144	15.8686	19.4935	0.0687	4.5713	0.0725	4.6438	1.2244	0.0684	1.2927		7,103.1090	7,103.1090	0.5470		7,116.7836

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	1,085.33	1,085.33	1,085.33	2,137,876	2,137,876
Total	1,085.33	1,085.33	1,085.33	2,137,876	2,137,876

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
General Office Building	0.00	0.00	0.00	33.00	48.00	19.00	77	19	4
Unrefrigerated Warehouse-No	5.80	5.80	5.80	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

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Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.531336	0.042913	0.184449	0.110793	0.017294	0.005558	0.015534	0.080000	0.001902	0.002024	0.006181	0.000745	0.001271
Unrefrigerated Warehouse-No Rail	0.531336	0.042913	0.184449	0.110793	0.017294	0.005558	0.015534	0.080000	0.001902	0.002024	0.006181	0.000745	0.001271

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	0.0157	0.1429	0.1201	8.6000e-004		0.0109	0.0109		0.0109	0.0109		171.4988	171.4988	3.2900e-003	3.1400e-003	172.5179
NaturalGas Unmitigated	0.0157	0.1429	0.1201	8.6000e-004		0.0109	0.0109		0.0109	0.0109		171.4988	171.4988	3.2900e-003	3.1400e-003	172.5179

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	560.096	6.0400e-003	0.0549	0.0461	3.3000e-004		4.1700e-003	4.1700e-003		4.1700e-003	4.1700e-003		65.8936	65.8936	1.2600e-003	1.2100e-003	66.2852
Unrefrigerated Warehouse-No Rail	897.644	9.6800e-003	0.0880	0.0739	5.3000e-004		6.6900e-003	6.6900e-003		6.6900e-003	6.6900e-003		105.6052	105.6052	2.0200e-003	1.9400e-003	106.2327
Total		0.0157	0.1429	0.1201	8.6000e-004		0.0109	0.0109		0.0109	0.0109		171.4988	171.4988	3.2800e-003	3.1500e-003	172.5179

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 Office Building	0.560096	6.0400e-003	0.0549	0.0461	3.3000e-004		4.1700e-003	4.1700e-003		4.1700e-003	4.1700e-003		65.8936	65.8936	1.2600e-003	1.2100e-003	66.2852
Unrefrigerated Warehouse-No Rail	0.897644	9.6800e-003	0.0880	0.0739	5.3000e-004		6.6900e-003	6.6900e-003		6.6900e-003	6.6900e-003		105.6052	105.6052	2.0200e-003	1.9400e-003	106.2327
Total		0.0157	0.1429	0.1201	8.6000e-004		0.0109	0.0109		0.0109	0.0109		171.4988	171.4988	3.2800e-003	3.1500e-003	172.5179

6.0 Area Detail

6.1 Mitigation Measures Area

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.2241	2.0000e-004	0.0221	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.3000e-004		0.0503
Unmitigated	5.2241	2.0000e-004	0.0221	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.3000e-004		0.0503

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	0.6151					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6069					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0800e-003	2.0000e-004	0.0221	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.3000e-004		0.0503
Total	5.2240	2.0000e-004	0.0221	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.3000e-004		0.0503

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6151					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6069					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0800e-003	2.0000e-004	0.0221	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.3000e-004		0.0503
Total	5.2240	2.0000e-004	0.0221	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005		0.0471	0.0471	1.3000e-004		0.0503

7.0 Water Detail

7.1 Mitigation Measures Water

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
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10.0 Stationary Equipment

8811 Escondido Industrial - San Diego County APCD Air District, Winter

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
