Industrial Way General Plan Amendment (GPA) and Zone Change (ZC)

ADDENDUM TO THE CITY OF COACHELLA

GENERAL PLAN UPDATE

ENVIRONMENTAL IMPACT REPORT (SCH No. 2009021007)

Prepared for:

City of Coachella
53990 Enterprise Way
Coachella, CA 92236

Prepared by:

Terra Nova Planning & Research, Inc.®
42635 Melanie Place, Suite #101
Palm Desert, California 92211

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Industrial Way GPA and ZC

ADDENDUM TO THE CITY OF COACHELLA GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT (SCH No. 2009021007)

1. INTRODUCTION AND PROJECT BACKGROUND

1.1. SUMMARY

This document is an Addendum to the City of Coachella General Plan Update Environmental Impact Report (CGPU EIR, SCH No. 2009021007). The purpose of this Addendum is to evaluate the potential environmental impacts of amending the land use designations of a 7.8-acre site located on Industrial Way from "Industrial District/M-H (Heavy Industrial)" to "Urban Employment Center." A development project is not currently purposed; however, the new land use designation would allow for future development of commercial, service, and high-density residential uses, including affordable housing. In accordance with the California Environmental Quality Act (CEQA), this Addendum analyzes the proposed General Plan Amendment (GPA) and Zone Change (ZC) and demonstrates that all potential environmental impacts associated with the proposed GPA and ZC at buildout would be equivalent to, or less than the impacts already evaluated in the approved CGPU EIR.

Section 1 of this Addendum provides a detailed description of the City of Coachella's planning procedures and environmental review process under the California Environmental Quality Act (CEQA). Section 2 describes the proposed General Plan Amendment and Zone Change, herein referred to as "the Project." Section 3 describes the potential environmental impacts of the proposed Project in the context of the 2014 CGPU EIR.

1.2. PROJECT LOCATION

The 7.8-acre site consists of two parcels, Assessor's Parcels 763-400- 016 and -017, and is located on Industrial Way, south of Avenue 52 in the City of Coachella, Riverside County, California. The site is currently vacant and bounded by industrial uses to the north and east, vacant lands to the south, and Grapefruit Boulevard (Highway 111) and railroad tracks to the west. The Project site is in the northern half of the northwest quarter of Section 9, Township 6 South, Range 8 East, San Bernardino Meridian.

Figure 1
Project Site Location

1.3. EXISTING CONDITIONS AND CURRENT PROPOSAL

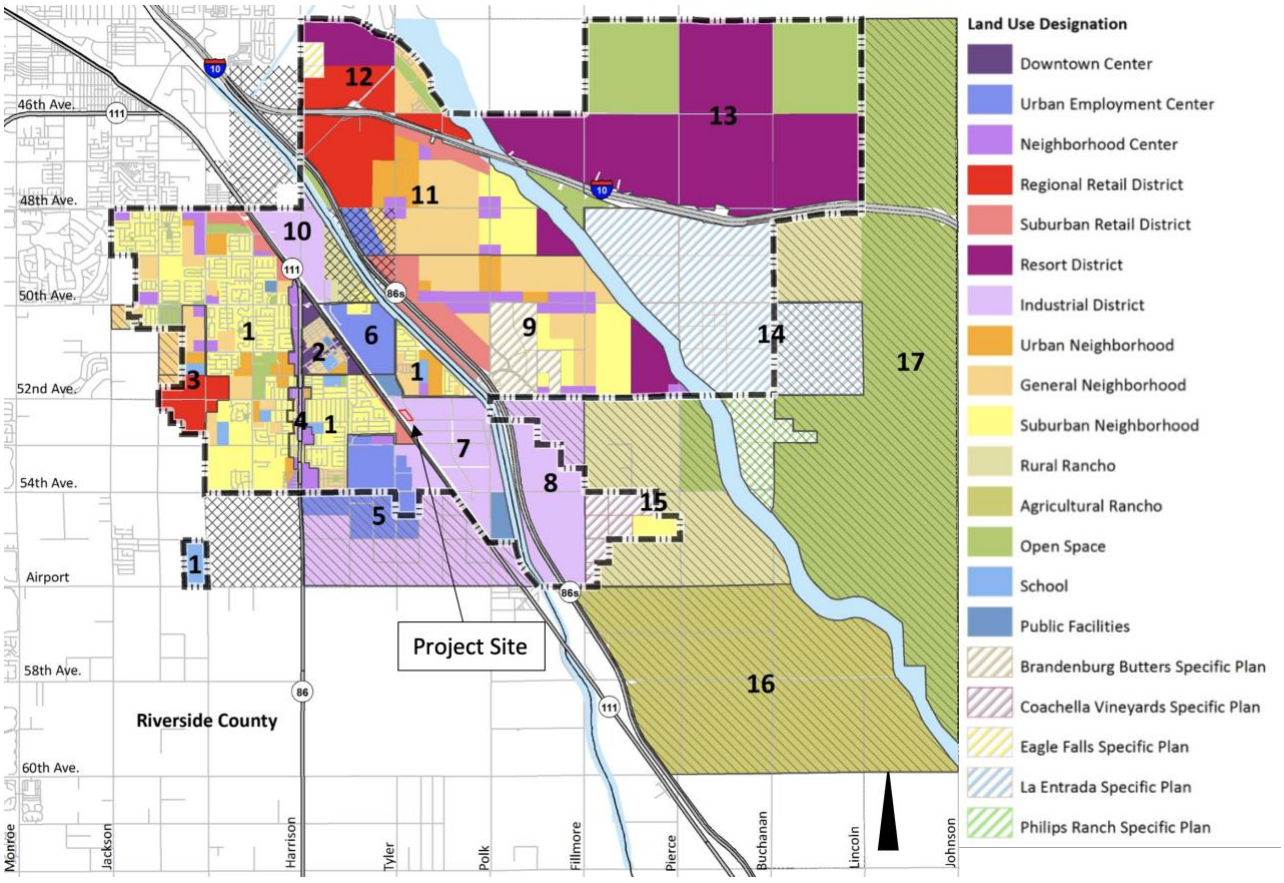
In 2015, the City of Coachella adopted a General Plan Update to guide development and provide a basis for decision-making for the City through 2035. The CGPU EIR, prepared in 2014, analyzed the change between existing conditions at the time and those associated with land use designations in the CGPU. The EIR analysis considered buildout conditions of the proposed Land Use Plan, which included the maximum buildout potential of the 7.8-acre site under the "Industrial District" land use designation. The Industrial District designation allows for industrial, research and development, support retail and office uses.

The site is currently vacant, contains sparse vegetation growth, and is immediately surrounded by industrial development and vacant lands. The site is currently designated" Industrial District" in the General Plan and is zoned for "M-H (Heavy Industrial)" uses (see Figure 2). The City proposes changes to the site's land use designations to encourage and create additional capacity for lower-income housing in proximity to employment centers and services, consistent with State housing law. To facilitate future mixed-use and residential development on the site, the follow land use changes are proposed:

- General Plan Amendment (GPA): Industrial District to Urban Employment Center (30-65 DU/AC)
- Zone Change (ZC): M-H Heavy Industrial to Urban Employment Center (30-65 DU/AC)

Under the new land use designation, the site has the potential to develop up to 507 dwelling units, or 65 dwelling units per acre (DU/AC). This Addendum was prepared to analyze potential impacts of the proposed changes as compared to those previously identified for the Project site in the CGPU EIR. This Addendum meets CEQA requirements for the Project to assess potential environmental impacts and set forth mitigation as necessary, on the basis that future development of the site will conform to the City's zoning standards.

Figure 2
Existing General Plan Land Use Designation



1.4. PURPOSE OF AN EIR ADDENDUM

In accordance with CEQA Guidelines Section 15164, a Lead Agency is required to prepare an EIR Addendum to a previously certified EIR if some changes or additions to a project are necessary, but the proposed project modifications do not require preparation of a subsequent EIR, as provided in Guidelines Section 15162. In addition, the proposed modifications cannot result in new or substantially more significant environmental impacts compared with the impacts disclosed in the previously certified EIR.

CEQA Guidelines Section 15162 states that a subsequent EIR would be required for a project if any of the following conditions exist:

1. Substantial changes to the project require major revisions to the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects.

2. Substantial changes occur with respect to the circumstances under which the project is undertaken that require major revisions to the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. The availability of new information of substantial importance, which was not known or could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified, shows that i) the project will have one or more significant effects not discussed in the previous EIR, ii) significant effects previously examined will be substantially more severe than shown in the previous EIR, or iii) mitigation measures or alternatives that were previously found not to be feasible or that are considerably different from those analyzed in the previously certified EIR, which would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measure or alternative.

Based on the evaluation of information provided in this EIR Addendum, no new significant impacts would occur as a result of the proposed Project, nor would there be any substantial increase in the severity of any previously identified significant environmental impacts. Therefore, none of the conditions described in Section 15162 of the CEQA Guidelines would apply. As such, an EIR addendum is the appropriate document to comply with CEQA requirements for the proposed Project.

2. PROPOSED AMENDMENTS

To facilitate future mixed-use service and residential development of the site, the City proposes an amendment to the General Plan Designation Map and Zoning Map that will change the 7.8-acre site's land use designation from "Industrial District" (General Plan) and "M-H (Heavy Industrial)" (zoning) to "Urban Employment Center" (30-65 DU/AC). Under the amended land use designation, the site has the potential to develop 65 DU/AC for a maximum buildout potential of 507 dwelling units. The following table provides a summary comparison of existing conditions analyzed in the EIR and the proposed GPA and ZC. The amendment is limited to the 7.8-acre site and no other General Plan amendments or zoning changes are proposed.

Table 1
Buildout Land Use Summary Comparison
Existing vs Proposed Amendment

	Existing Land Use Designation	Proposed Land Use Amendments
Land Use Designation	General Plan: Industrial District Zoning: M-H Heavy Industrial	General Plan and Zoning: Urban Employment Center
Allowed Land Uses	Industrial, research and development, commercial, office	Offices, professional services, retail, commercial, residential
Density	N/A	30-65 DU/AC
Max./Proposed Buildout Potential	N/A	507 DU
Max./Proposed Residential Population[1]	N/A	2,155
Max. Building Height	50 feet	5 stories

1. Based on an average of 4.25 persons per household in Coachella. E-5 City/County Population and Housing Estimates, California Department of Finance, January 1, 2022.

Land uses within the general project area include a mix of "Industrial District," "Public Facilities," "Suburban Neighborhood," "Suburban Retail District," "Urban Employment Center," "General Neighborhood," "Urban Neighborhood," "School," and "Neighborhood Center" (see Figure 2). The proposed land use designation of "Urban Employment Center" is consistent with surrounding land uses and will not conflict with the intent of land use policies in the CGPU.

3. IMPACT ANALYSIS

In accordance with CEQA Guidelines §15162, the following analysis addresses each of the environmental issues analyzed in the certified EIR as compared to the potential changes in environmental impacts due to the proposed Project. The analyses below are based on buildout scenarios that would generate the greatest impacts for each particular issue area. Please note that the CGPU EIR analyzed a "Planning Area" which included lands both within City corporate limits, and within the City's Sphere of Influence (SOI). The analysis below uses Planning Area when referring to the context of the EIR analysis, and City and/or SOI when appropriate.

3.1. AESTHETICS

Summary of Findings in the EIR

Scenic Vistas and Resources

The City of Coachella, including the project site, is in Coachella Valley which is a low desert basin surrounded by the Santa Rosa and San Jacinto Mountains to the southwest and west, and the Little San Bernardino Mountains to the north and northeast. Scenic resources in the city mainly consist of mountain views of the Santa Rosa Mountains (up to 8,715 feet at Toro Peak) and Little San Bernardino Mountains (up to 5,267 feet), as well as numerous alluvial fans emanating from the mountain canyons. The CGPU's Sustainability and Natural Environment Element includes polices to guide future development as to limit impacts to views of scenic resources in the Planning Area. With implementation of such policies, impacts to viewsheds and scenic resources were found to be less than significant

Currently there are no designated, or eligible, State Scenic Highways within the Planning Area and therefore the CGPU was found to have no impact on these resources. There are several major historic highways of local significance within the Planning Area, including Old Highway 111 (Grapefruit Boulevard); however, the CGPU policies in the Sustainability and Natural Environment Element were designed to preserve and protect corridor preservation and minimize aesthetic obstruction.

Visual Character

Buildout of the General Plan Update would increase development and density primarily in the western City where there is existing development. The General Plan specifies appropriate building types in each of the seventeen designated subareas to ensure continuance of the existing small town character and cultural diversity in the City and prevent development that is not compatible with the existing character. The General Plan policies call for preservation of open space and natural resources and high-quality and long-lasting building materials and quality architecture. However, the EIR found that the scale of growth under the CGPU would have the potential to significantly impact the visual character of the city. Although the CGPU contains extensive policies, design guidelines and development strategies to reduce impacts to aesthetics, the EIR determined that impacts on visual character would be significant and unavoidable.

Light and Glare

Development under the CGPU would create additional sources of light in the central and eastern portions of the Planning Area as agricultural lands are converted to urban uses to accommodate the growing population. The City's Zoning Code regulates lighting for all new development in Chapter 16.28.150(L) Improvements and Grading, Chapter 17.56.010(J)(2)(e) Signs, and Chapter 17.54.010 (K) Off-Street Parking and Loading. In addition, CGPU policies in the Land Use and Community Form Element and Sustainability and Natural Environment Element would further limit light and glare pollution from outdoor sources (Policy 6.5 Dark sky). Thus, because of Municipal Code requirements and CGPU policies that limit light pollution, the EIR found impacts to be less than significant.

Analysis of the Proposed Project

Scenic Vistas, Resources and Visual Character

The Project site is generally flat and lies on the valley floor at an elevation of about -25 feet below mean sea level. Distant views include the middle and upper elevation slopes of the Santa Rosa Mountains approximately 7.6 miles to the south and southwest. The aesthetic value of the other mountain ranges (San Jacinto and Little San Bernardino) is somewhat diminished due to distance from the Project site and intervening development and landscaping.

Land uses within a half mile of the site include industrial uses, single- and multi-family residential, general commercial, public facilities, and vacant land. From the Project site, foreground views to the north and east include single-story industrial development and equipment storage yards. Views to the south and west are of vacant land and natural desert vegetation. Immediately west of Grapefruit Boulevard, and 250 feet from the Project site, is a single-family residential development with one- and two-story dwellings.

The Project site does not contain scenic resources, such as trees, rock outcroppings, or historic buildings. The Project site is visible from local roadways (i.e., Grapefruit Boulevard, Avenue 52, Tyler Street, and Industrial Way). Future development of the site would not result in a substantial adverse visual effect for passing motorists on any roads in the Project vicinity because potential future developed will by visually consistent with other development in the city and would be subject to similar development standards as those analyzed in the EIR. Compared to the industrial uses originally intended for the site, future development under the Urban Employment Center designation would allow for a similar mix of land uses, patterns of development, and range of building heights in the project area, with comparable landscaping, and architectural features. Thus, the potential for obstruction of scenic vistas or scenic resources from viewpoints in and around the area would not be increased under the proposed Project.

There are no state-designated scenic highways in the city, however the site is approximately 150 feet east of Grapefruit Boulevard (old Highway 111) which is a locally recognized scenic corridor. Future development of the site will adhere to applicable General Plan policies and zoning requirements designed to limit impacts to scenic resources, including scenic corridors.

The proposed Project would not create any new impacts associated with views. Thus, potential impacts to scenic vistas and views would be less than significant.

Light and Glare

The Project site is currently vacant and there is no lighting onsite. Buildout of the site can be expected to generate increased levels of light and glare from interior and exterior building lighting, safety and security lighting, landscape lighting, and vehicles accessing the area. The types and sources of lighting under the proposed land use designations would be the same as those anticipated in the CGPU. Lighting and glare levels are not expected to exceed typical levels for an urban environmental and will be regulated by the City's lighting standards. Impacts associated with light and glare will be less than significant, consistent with the conclusions of the EIR.

Summary of Impacts

Because the proposed Project will result in similar development to that in the Project area in all aesthetic aspects analyzed above, it is not expected to result in impacts beyond those identified in the CGPU EIR. Future development of the site will adhere to applicable General Plan policies and zoning requirements. Impacts associated with visual character, which were determined to be significant and unavoidable, would be comparable to what's currently permitted in the area. Project impacts associated with scenic vistas and resources, visual character, and light and glare would not exceed those expected under the current land use designation, and thus would be comparable to, or less than those identified in the EIR.

3.2. AGRICULTURE AND FORESTRY RESOURCES

Summary of Findings in the EIR

Agriculture is integral to the City's economy, and agricultural land accounts for approximately 29 percent of the General Plan Planning Area. More than half of the agricultural land is located in the Sphere of Influence (SOI). More than half of the agricultural land within the City limits are classified as important farmland by the by the California Department of Conservation, including Prime Farmland, Unique Farmland, and Farmland of Local Importance. While the CGPU includes a comprehensive agricultural conservation program with multiple avenues to protect agricultural resources and agricultural operations, buildout of the General Plan would still result in conversion of 5,662 acres of Prime Farmland, 587 acres of Unique Farmland, and 3,613 acres of Farmland of Local Importance to urban uses. The CGPU EIR determined that build out of the General Plan would result in significant and unavoidable impacts on the loss and conversion of farmland to non-agricultural uses.

The CGPU Planning Area contains approximately 994 acres of Williamson Act contracted lands, and an additional 1,480 acres under Williamson Act contracts that are set to expire. These expiring contracted lands are designated with urban uses in the CGPU, as part of the City's strategy to manage the transition from agricultural to urban uses. The temporary conflict before the expiration of Williamson Act contracts on these lands represent significant and unavoidable impacts.

Future urban development under the CGPU may result in indirect impacts to adjacent farmland in the central portion of the City. However, the CGPU sets forth goals and policies to address such impacts, including right to farm and buffer requirements between agriculture and urban uses. The EIR concluded these CGPU policies will reduce indirect impacts from other changes on the conversion of farmland to less than significant levels.

There is open space in the eastern Coachella and SOI; however, native vegetation consists primarily of Creosote Bush Scrub and Saltbush Scrub. The arid desert climate does not support forest growth above the native shrubs, and there is no forestland or timberland in the City and SOI. No impact would occur regarding loss of forest land or conversion to non-forest uses.

Analysis of the Proposed Project

The site has been previously graded and is currently vacant with sparce native vegetation. According to the Farmland Mapping and Monitoring Program (FMMP) by the California Department of Conservation, the Project site is classified as Urban and Built-Up Land. The Project site is not under a Williamson Act contract and has not been in agricultural production nor designated for such uses. The proposed GPA and ZC would not create any new impacts associated with agricultural resources, and impacts would be consistent with those identified in the EIR. No impacts to forestry resources would occur under the proposed Project, consistent with those identified in the EIR.

3.3. AIR QUALITY

Summary of Findings in the EIR

Coachella is located in the Salton Sea Air Basin (SSAB) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the air pollution control agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (SCAB) and Riverside County portion of the SSAB. Local development and population growth, traffic, construction activities, and various site disturbances in the City contribute to air quality emissions. The Coachella Valley portion of the SSAB is classified as a "non-attainment" area for PM_{10} and ozone. The SSAB, including the City of Coachella, are in attainment with state and federal standards for carbon monoxide, nitrogen oxides, sulfur dioxide, and lead.

<u>Air Quality Management Plan Compliance</u>
During the preparation of the CGPU EIR, lands within the SCAQMD were subject to the 2012 Air Quality Management Plan (2012 AQMP) while the draft 2016 AQMP was being prepared. The AQMP is a comprehensive plan that establishes control strategies and guidance on regional emission reductions for air pollutants. The 2012 AQMP included specific measures to further implement the ozone strategy in the 2007 AQMP to assist attaining the 8-hour ozone standard by 2023.

The AQMP is based, in part, on the land use plans of the jurisdictions in the region. To be consistent with the AQMP, the General Plan update must not exceed the population, housing or

employment growth forecasts used in the development of the AQMP. According to Southern California Association of Governments (SCAG) growth forecasts in their 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Coachella would have a resident population of 128,700 in 2035. Development facilitated by the CGPU would increase the City's population to a maximum of 135,000 by 2035, which is 4.9% (6,300 residents) more than SCAG's 2035 population forecast. However, the maximum theoretical buildout of the General Plan Designation Map would likely overstate the amount of growth, and the SCAG forecast was considered a reasonable estimate of future growth through 2035. Therefore, the EIR determined that the General Plan update would be roughly in line with SCAG projections, and thus generally consistent with the AQMP.

Final 2002 Coachella Valley PM_{10} State Implementation Plan

The 2002 Coachella Valley PM_{10} State Implementation Plan (SIP) plan includes control measures for the abatement of large particulates in the Coachella Valley. These dust control measures target construction and earth movement activities, disturbed vacant lands, unpaved roads and lots, paved road dust, and agriculture. The 2002 SIP was revised in 2003 to incorporate the latest approved mobile source emissions estimates, planning assumptions, and fugitive dust source emission estimates. The control measures from the 2002 SIP remain in effect, although a request for redesignation by SCAQMD's that the Coachella Valley be redesignated as in attainment of federal PM_{10} standards is pending.

The CGPU Sustainability + Natural Environment Element contains policies consistent with the control measures set forth in the 2002 SIP, including Policy 11.8 requiring emission and dust control for construction activities; Policy 11.1 for minimizing creation of new air pollutant sources; and Policy 5.8 requiring a protective buffer between new developments and adjacent agricultural uses to reduce exposure to dust emissions from farm activities.

Air Quality and Land Use Handbook (Air Resources Board, 2005)

The California Air Resources Board (CARB) gave recommendations on the siting of sensitive land uses in relation to major sources of air pollutants in the Air Quality and Land Use Handbook. The CGPU Land Use + Community Character Element would lead to zoning changes to prevent locating schools and other sensitive receptors within 500 feet of major sources of pollution. Other CGPU policies that promote environmentally friendly dry cleaning processes, regulate siting of new polluting sources, and call for thresholds of significance and mitigation for sensitive receptors near state highways are also consistent with CARB's handbook.

Construction Emissions

Construction activity facilitated by the CGPU would cause temporary emissions of various air pollutants, and may create a significant effect if substantial emissions occur near sensitive receptors. The CGPU EIR provides a qualitative approach on construction related emissions, while individual development proposed in the future would be subject to independent environmental review under CEQA for quantitative project-level air quality analysis. Future construction within the City would be subject to CGPU policies that prohibit siting of land uses that adversely impact existing sensitive receptors and require a minimum separation distance of 500 feet, as well as the control of emissions and dust control during construction. Future development will also be

subject to SCAQMD rules 402 and 403 that seek to reduce fugitive dust and overall air pollutant emissions. A fugitive dust control plan would be required for any project larger than 5,000 square feet under SCAQMD Rule 403.1 to implement dust control. Individual projects under the CGPU would be required to implement additional mitigation if site-specific analysis identifies the potential to exceed pollutant thresholds. The EIR concluded that adherence to applicable CGPU policies and SCAQMD rules would reduce potential construction-related impacts to a less than significant level. No mitigation measures were required.

Long-Term Emissions

Future development in accordance with the CGPU would generate long-term emissions from mobile (vehicle trips) and stationary (electricity and natural gas) sources. Similar to construction emissions, operational emissions will be quantified at individual project-level CEQA review, and mitigation will be required if any pollutant threshold is exceeded. The CGPU would facilitate growth in the City that is largely consistent with regional forecasts, and implement policies and design standards consistent with SCAQMD measures and CARB recommendations.

Future emissions at buildout of CGPU in 2035 were compared to the SCAQMD region, the results of which showed the City's emissions of each criteria pollutant constituted less than one percent of total regional emissions. Furthermore, the CGPU contains multiple policies to promote multi-modal transportation networks, which will further reduce local emissions. The EIR concluded that impacts on long-term emissions would be less than significant under the CGPU, and no mitigation measures were required.

Carbon Monoxide Hot Spots

Elevated carbon monoxide levels can occur at or near intersections with severe traffic congestion, resulting in a carbon monoxide (CO) hot spot. A project will have a significant localized air quality impact if it creates a hot spot where the state standards for CO are exceeded. According to the EIR, a hot spot analysis should be conducted for congested intersections operating at levels of service (LOS) E or F. Based on the traffic impact analysis prepared for the CGPU, thirteen intersections were projected to experience LOS E or F during any peak hour period. None of these intersections are located in the Project vicinity. The nearest impacted intersection is at Harrison Street and Avenue 52, approximately 1.1 miles west of the site. The CGPU policies and mitigation measures in the EIR would reduce potential LOS impacts at these intersections to less than significant levels. Therefore, the EIR concluded that additional traffic after mitigation and implementation of CGPU policies would not degrade conditions at intersections to the extent that mobile-source emissions exceed the state standards and create CO hot spots. No additional mitigation measures were required.

Cumulative Impacts

Implementation of the CGPU would generate emissions of criteria air pollutants from construction and operation of projects, which would contribute to regional emissions within SCAQMD's jurisdiction. However, adherence to policies in the Land Use + Community Character, Mobility, and Sustainability + Natural Environment Elements, and compliance with existing SCAQMD rules, would reduce the generation of ozone precursors and particulates for which the Coachella Valley is in nonattainment. Furthermore, the City's contribution to regional emissions

is projected to be minimal at CGPU buildout; attainment of ozone standards in the Coachella Valley depends predominantly on the application of control measures in the South Coast Air Basin. Because the City's air pollutant emissions will not be cumulatively considerable in the SCAQMD region, the EIR determined that the CGPU will not have a significant cumulative impact, and no mitigation was required.

Analysis of the Proposed Project

There is no development project proposed at this time. Future buildout of the site will generate operational emissions, which include area source emissions, emissions from energy demand (electric and natural gas), and mobile source (vehicle) emissions. In addition to these ongoing emissions, future build out of the site will generate temporary air quality emissions from grading, construction, and equipment deliveries.

Project-level emissions were quantified for maximum buildout potential under both the existing land use designation and the proposed land use designation to provide a comparison of the maximum buildout scenario. For analysis purposes, it is assumed that the site could develop up to 200,000 square feet of industrial space under existing conditions, which is approximately 65% site coverage.[1] Under Project conditions, the site could develop up to 507 dwelling units, or 65 DU/AC. For analysis purposes, it was assumed that all units would be multi-family homes, which is representative of the residential development types allowed under the proposed "Urban Employment" designation.

Buildout assumptions used for the CalEEMod Version 2020.4.0 software are provided below.

Table 2
CalEEMod Buildout Assumptions

	Existing Conditions	Proposed Project
Land Use Designation	Industrial District M-H Heavy Industrial	Urban Employment Center
Site Acreage	7.8± acres	7.8± acres
Allowed Land Uses	Industrial uses, research and development, support retail.	Office, services, commercial, high density residential
CalEEMod Land Use Assumptions	200,000 SF light industrial	507 unit mid-rise apartment
Density	N/A	65 DU/AC (max.)
Residential Population[1]	N/A	2,155
Duration	2-year construction	2-year construction

1. Based on an average of 4.25 persons per household in Coachella. E-5 City/County Population and Housing Estimates, California Department of Finance, January 1, 2022.

[1] The M-H Heavy Industrial zone has no maximum lot coverage. 65% coverage assumed for maximum buildout conditions.

The following table describes construction-related pollutant emissions for maximum buildout of the site.

Table 3
Construction Criteria Pollutant Emissions Comparison
(lbs./day)

Max. Daily Emissions	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
Existing Conditions	34.40	33.13	64.00	0.06	10.61	6.07
SCAQMD Threshold*	550.00	100.00	75.00	150.00	150.00	55.00
Exceeds Threshold	**No**	**No**	**No**	**No**	**No**	**No**
Proposed Amendment	33.82	33.13	66.87	0.07	10.61	6.07
SCAQMD Threshold*	550.00	100.00	75.00	150.00	150.00	55.00
Exceeds Threshold	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2020.4.0. See Appendix A for detailed tables. Value shown represents the average mitigated emissions of summer and winter outputs.
*Source: "SCAQMD Air Quality Significance Thresholds" prepared by SCAQMD.
Note: Mitigation measures under SCAQMD Rules 403.1 and 1113 are applied, which are standard requirements imposed by the City and SCAQMD.

As shown in the table above, SCAQMD daily thresholds for CO, NO_x, ROG, SO_x, PM_{10} and $PM_{2.5}$ will not be exceeded under either buildout scenario. Emissions for both scenarios appear similar because the similar default assumptions were made for construction equipment and duration of construction phases. As was the case in the EIR, temporary impacts are dependent on project specific parameters which are unknown at this time. However, as was the case in the EIR, future projects will prepare the appropriate CEQA compliant document, which will quantify all emissions associated with development, including temporary and ongoing air emissions.

Similar to findings in the EIR, impacts related to criteria pollutant emissions would be less than significant with adoption and implementation of the CGPU policies and programs and enforcement of current SCAQMD rules and regulations. Impacts during construction would be generally lower than that analyzed in the EIR, and remain below SCAQMD thresholds, and no mitigation measures are required.

Long-Term Emissions

Operational emissions are those released over the long-term life of the proposed Project. They include emissions generated by area, energy, and mobile sources. Area sources include consumable products, such as building maintenance and cleaning supplies, kitchen and restroom supplies, pavement off-gassing, and periodic reapplication of architectural coatings. Energy sources include the direct and indirect use of fossil fuels for energy, including natural gas and electricity use in buildings, parking lot lighting, ventilation equipment, and elevators. Mobile emissions are generated by motor vehicle trips.

CalEEMod Version 2020.4.0 was used to estimate daily operational emissions of site buildout using the multi-purpose recreational center land use assumption described above, and maximum potential buildout scenario of 65 DU/AC, or 507 units total, respectively. Trip generation rates were sourced from the Institute of Transportation Engineers (ITE) trip Generation (10th edition). The following table identifies the unmitigated pollutant emissions during operation of the two land uses at buildout. Data represent maximum daily emissions.

Table 4
Operational Criteria Pollutant Emissions Comparison
(lbs./day)

	CO	NO_x	ROG	SO_x	PM_{10}	$PM_{2.5}$
Existing Conditions						
Max. Daily Emissions	37.27	6.70	9.06	0.09	8.71	2.46
SCAQMD Threshold*	550.00	100.00	75.00	150.00	150.00	55.00
Exceeds Threshold	**No**	**No**	**No**	**No**	**No**	**No**
Proposed Amendment						
Max. Daily Emissions	103.53	14.98	21.97	0.16	13.85	4.29
SCAQMD Threshold*	550.00	100.00	75.00	150.00	150.00	55.00
Exceeds Threshold	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod Version 2020.4.0. See Appendix A for detailed tables. Value shown represents the average emissions of summer and winter outputs.
*Source: "SCAQMD Air Quality Significance Thresholds" prepared by SCAQMD.

As shown in the table above, SCAQMD daily thresholds for CO, NO_x, ROG, SO_x, PM_{10} and $PM_{2.5}$ will not be exceeded under either buildout scenario. During operation, the maximum buildout of the GPA (507 units) results in higher emissions than the existing industrial designation across all criteria pollutants. In either case, however, emissions would be below SCAQMD thresholds. Similar to findings in the EIR, impacts related to criteria pollutant emissions would be less than significant with adoption and implementation of the CGPU policies and programs and enforcement of current SCAQMD rules and regulations. No mitigation measures are required.

Impacts on Nearby Sensitive Receptors

The nearest sensitive receptors are residents in the single-family homes located to the west of the Project site. To determine if maximum buildout of the site under the proposed GPA/ZC has the potential to generate significant adverse localized air quality impacts, the mass rate Localized Significance Threshold (LST) Look-Up Table was used.

Based on the Project's size and proximity to existing housing, the 5-acre site tables at a distance of 200 meters were used to provide a conservative air quality analysis. Table 5 shows on-site emission concentrations during construction will not exceed LST thresholds. Because the proposed General Plan designation does not include major stationary polluters (such as a landfill, chemical plant, oil field, refineries etc.), LST analysis was not required or conducted for GPA buildout operation. Overall, the impacts to nearby sensitive receptors will be less than significant.

Table 5
Localized Significance Thresholds Emissions
(lbs./day)

Construction	CO	NO_x	PM_{10}	$PM_{2.5}$
Maximum Emissions	103.53	14.98	13.85	4.29
LST Threshold*	10,178	547	112	37
Exceeds Threshold	**No**	**No**	**No**	**No**

Source: CalEEMod model, version 2016.3.2.
*Source: LST Threshold Source: LST Mass Rate Look-up Table, revised October 21, 2009, SCAQMD.
[1] Operational emissions that affect sensitive receptors are limited to on-site area emissions. Energy and mobile emissions occur off-site.

Air Quality Plan Compliance

At the time the CGPU EIR was prepared, the relevant air quality management and land use plans were the SCAQMD 2012 AQMP, CV PM_{10} SIP and 2012-2035 RTP/SCS. Since then, the 2016 AQMP and 2020-2045 RTP/SCS have been adopted and supersede the 2012 documents. The CV PM_{10} SIP remains current.

According to SCAG growth forecasts in their 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Coachella will have a resident population of 129,300 in 2045, which is a 600 population increase from the previous 2035 forecast. Development facilitated by the CGPU would bring the City's total population to 135,000, which is 5,700 more residents, or 4.4% more growth than the 2045 forecast. This exceedance is smaller than analyzed in the EIR (6,300 more residents, or 4.8% more growth than the 2035 forecast). As analyzed in the EIR, the GPU buildout population is calculated at the maximum capacity (highest density), and the SCAG forecast represents a more reasonable growth projection for the City and region. Therefore, the CGPU is roughly consistent with SCAG projections, and therefore generally consistent with the AQMP.

Under the proposed Project, residential density will be allowed at a density range of 30-65 DU/AC. Under current conditions, buildout of the site as industrial uses will not increase population onsite. Under the proposed land use designation, maximum buildout of the site would increase the population 2,155, which would bring the City's previous population total from 135,000 to 137,155, which is 7,855 more residents, or 6% more growth than the 2045 forecast. As discussed above, similar to the existing conditions, the proposed GPA would be roughly consistent with the AQMP because the increase in population is not significantly greater than that projected by SCAG, and it is unlikely that the Project site would develop at the maximum residential density due to housing construction costs. It is more likely the site will develop as a mixed-use project consistent with the intent of the "Urban Employment Center" designation. Similar to the CGPU EIR, build out of the GPA would not result in any significant impacts regarding the AQMP. The proposed GPA will be generally consistent with the AQMP.

Carbon Monoxide Hot Spots

As discussed in detail in Section 3.16, Transportation, at buildout, the proposed Project will result in increased AM/PM peak hour and daily trips as compared to the existing conditions. Therefore, the future development of the site could potentially increase intersection volume assumptions

analyzed in the EIR, thereby increasing the risk of CO hot spots. The nearest roadway segment and intersection that would experience LOS F is Harrison Street and Avenue 52 (segment north of Avenue 52) located approximately 1.1 miles northwest of the Project site. The proposed GPA is not expected to significantly deteriorate LOS previously projected for the roadways and intersections near the Project site as compared to the existing conditions analyzed in the EIR because the EIR set forth mitigation measures to address these LOS deficiencies as the CGPU buildout. Mitigation included the developed of a Development Impact Fee (DIF) program that provides for the implementation of all the roadway improvements identified in the CGPU. Future development of the Project site will be required to pay its fair share in impact fees (DIF), which will be determined at the time project-level review and will help offset impacts of increased daily trips. With implementation of the physical improvements outlined in the CGPU, intersections and roadway segments in the Project area are expected to operate at acceptable LOS. As such, the GPA/ZC would not result in any new significant impact nor significant increase in the severity of impacts disclosed in the EIR, including CO hot spot impacts, and would not require any new mitigation measures.

Nuisance Odors

The proposed GPA/ZC would facilitate future construction and development that may require operation of equipment that generates exhaust from gasoline and diesel fuel. Construction-related odor impacts would be short-term in nature, would quickly disperse into the atmosphere, and would not be significant. Furthermore, existing regulations such as SCAQMD Rule 403.1 (fugitive dust control) and Rule 402 (nuisance control) would continue to minimize odor impacts. The proposed GPA would not facilitate construction or development beyond where they could occur under the current General Plan land use designation nor allow any new land uses that may generate significant odor. Impacts related to nuisance odors would be less than significant with adoption and implementation of the CGPU policies and programs and enforcement of current SCAQMD rules and regulations. No mitigation measures are required.

Summary of Impacts

Implementation of the General Plan Amendment and Zone Change would not result in any new impacts or increase the severity of a previously identified significant impact as analyzed in the EIR. Overall impacts are expected to be similar to those previously identified in the EIR. Therefore, implementation of the proposed GPA/ZC would not result in any new adverse impacts or increase the severity of previously identified significant impacts in the CGPU EIR.

3.4. BIOLOGICAL RESOURCES

Summary of Findings in the EIR

The CGPU EIR analyzed sensitive plant, wildlife and habitat resources within the Planning Area, including the Project site. The EIR consulted resources such as the Final Recirculated Coachella Valley Multiple Species Conservation Plan (MSHCP) EIR (2007), the City of Coachella General Plan 2020 EIR (1997), the California Department of Fish and Game (CDFG) California Natural Diversity Database (CNDDB) (2011), and publicly available documents for projects within or adjacent to the Planning Area.

Elevations in the CGPU Planning Area rage from 1,000 feet in the Mecca Hills to approximately 160 feet below sea level north of Thermal. The City of Coachella is located in the eastern Coachella Valley in the Sonoran Desert subunit of the Colorado Desert. The valley floor experiences extreme heat and aridity, and hosts limited vegetation communities compared to the higher plant diversity and density in hillsides, alluvial fans, and mountainous areas. The City of Coachella is bisected by the Whitewater River and Coachella Canal, both of which traverse generally northwest to southeast.

Riparian or Other Sensitive Habitat

The CGPU Planning Area consists of the urban core area in the City, primarily agricultural land, and a few stands of undisturbed and disturbed Sonoran Creosote Bush Scrub and Colorado Saltbush Scrub. Sonoran Creosote Bush Scrub is the most common vegetation community in the Colorado Desert and dominant community in the Planning Area. The Colorado Saltbush Scrub occurs in low-lying basins and areas of periodic flooding within the Coachella Valley. In the CGPU Planning Area, this community dominates much of the vacant land along the old Whitewater River floodplain and areas near the Coachella Valley Stormwater Channel, and has some intermixing with Sonoran Creosote Bush Scrub. Remnants of the Desert Sand Fields habitat occur in the few undeveloped areas in the core Planning Area and on its eastern edge.

Within the Planning Area, there are limited areas of riparian habitat along the Whitewater River. However, these habitats are too limited and dispersed to support any sensitive species. There are no other sensitive habitats within the Planning Area. Therefore, the EIR determined that buildout of the CGPU would result in less than significant impacts on riparian habitat or other sensitive habitats.

The Planning Area contains wetlands and waterways in the Whitewater River and its tributary washes, and channels east of the Coachella Canal. Implementation of the CGPU will result in increased density and development near these areas. However, the Sustainability + Natural Environment Element in the CGPU provides many strategies to protect water quality in the Planning Area including stormwater management, low impact development and conservation targets. In addition, future development that may impact waterways and wetlands will be subject to the Clean Water Act Sections 404 and 401 implemented by federal and state agencies and will be required to provide mitigation, where necessary.

Sensitive Species

The EIR identified ten special status plants and 31 wildlife species with potential to occur in the vicinity of the Planning Area. Of these, two sensitive plant species have low potential to occur: Creamy blazing star (*Mentzelia tridentata*) and Mecca-aster (*Xylorhiza cognata*). Both species are not federally or state listed as endangered or threatened, but are included in the California Native Plant Society (CNPS) List 1B. Neither has been observed in the Planning Area. The EIR determined potential impacts to these two species would be less than significant.

Eighteen of the 31 wildlife species were identified as having varying potential to occur in the Planning Area vicinity, including one insect, three reptiles, ten birds, and four mammals. The

majority of these sensitive wildlife species are known or expected to occur in the undeveloped areas that will remain undeveloped under the CGPU. The Sustainability + Natural Environment Element also addresses protection of these species and habitats via ecological buffers, agriculture buffers, and preservation land. The EIR identified some potential for impacts to occur on sensitive species with CGPU implementation, and required a new policy to be added to the CGPU as mitigation. Policy 9.8 was added to the Sustainability + Natural Environment Element, requiring surveys for projects proposed in three subareas in the City to determine occurrence of sensitive species and mitigation where necessary during the City permitting process. The EIR concluded that impacts on sensitive species will be less than significant with mitigation.

Native Species Migration

The EIR identified two migratory species that reside seasonally within the Planning Area: Golden Eagle (*Aquila chrysaetoes*) and Swainson's Hawk (*Buteo swainsoni*). Both species migrate through undeveloped areas, grasslands, and agriculture lands in the Planning Area. Because the CGPU will preserve a significant portion of open space for habitat protection and low impact creation and promote land use efficiency within the developed areas, impacts on native species migration are expected to be less than significant.

Local Policies or Ordinances Protecting Biological Resources

The City of Coachella and SOI are within the boundary of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). Approved in 2008, the CVMSHCP is a comprehensive framework for species and ecosystem conservation, and short- and long-term land use planning in the Coachella Valley. The Plan covers 27 special-status plant and wildlife species and 27 natural communities and establishes a network of Conservation Areas, generally outside of urbanized areas in the Valley, to maximize conservation values on protected lands. Each participating jurisdiction, including the City of Coachella, can authorize development outside of Conservation Areas without additional mitigation for covered species.

The Desert Tortoise and Linkage Conservation Area overlaps a small portion of the northeast City. This area is designated as Open Space under the CGPU. The Project site is located within the CVMSHCP boundary, but not within or near any Conservation Area. The City is required to assess development impact fees on new development to mitigate potential impacts to covered species. With the collection of these fees, impacts associated with local policies were determined to be less than significant.

Summary

The EIR determined that the CGPU would result in less than significant impacts to biological resources with implementation of CGPU policies, CVMSHCP provisions and requirements, and mitigation measures set forth in the EIR. The mitigation measures call for a new policy in the General Plan to require surveys in certain areas to determine occurrence of sensitive species and necessary mitigation, which is realized and reflected in Policy 9.8 of the Sustainability + Natural Environment Element.

Analysis of the Proposed Project

The implementation of the GPA and ZC would not significantly change impacts to biological resources, because the 7.8 acres would be expected to be fully disturbed and developed under either the current or the proposed land use designation. Therefore, implementation of either land use designation would result in similar, less than significant impacts on biological resources, consistent with those identified in the EIR.

The proposed Project site is located in a largely developed area of the city surrounded by a mix of industrial uses, commercial uses, residential uses, roadways, and vacant land. The site is currently vacant, has been previously graded, and contains sparse native vegetation which has regrown since site grading. The site is not located in or near a Conservation Area as defined by the CVMSHCP. Development of the Project site is subject to the payment of mitigation fees under the CVMSHCP, regardless of the land use designation, as identified in the General Plan EIR.

The Project site contains minor growth of shrubs which may provide limited nesting and foraging habitats for migratory birds protected under the Migratory Bird Treaty Act (MBTA). While not specifically listed in the EIR, the Project will be required to avoid any ground disturbance during nesting season or conduct pre-construction surveys for bird species prior to the issuance of grading permits to comply with the MBTA. This mitigation measure would be applied to any development on the site, whether under the current or the proposed land use designation. Compliance with the MBTA will also afford protection to any special-status bird species should they occur on the Project site. The MBTA surveys would determine whether nesting birds are present onsite immediately prior to site disturbance and, if present, prohibit Project-related work within avoidance buffers until the young have fledged.

The Project site does not contain wetlands or riparian areas, and is not suitable as a migratory corridor because of its primarily urban setting and distance from the mountains and wilderness. Given the previous site disturbance and current conditions, it does not have the potential to serve as a wildlife nursery site. This would be true under either the existing or proposed land use designation.

Overall, the proposed Project will not result in any new significant impacts or increase the severity of impacts identified in the CGPU EIR. Development consistent with the General Plan guidelines and in adherence to existing federal, state, and City regulations will ensure potential impacts remain less than significant.

3.5. CULTURAL/TRIBAL CULTURAL RESOURCES

Summary of Findings in the EIR

Historical Resources

According to a 2008 records search at the Eastern Information Center (EIC), there are 176 recorded cultural resources within the Planning Area, which include 68 historic-period sites or structures, 96 prehistoric sites, 10 that are both prehistoric and historic, and two of unknown

age. The only registered historical resource is the Coachella Valley Water District Building along Highway 111 and Grapefruit Boulevard, which is designated as a California Point of Historical Interest and a Riverside County Historical Landmark. Many other sites are considered eligible for formal designation. The City's historic core is considered highly sensitive for historic resources, generally between Harrison Street and State Route 111 (EIR Figure 4.4-2).

The City has an existing ordinance (Municipal Code Chapter 15.48) to prevent destruction or impact on Class 1 historical resources. Federal and state codes also prevent the removal or destruction of any historic resources within the Planning Area. The CGPU Sustainability + Natural Environment Element addresses preservation of historical resources. Future development under the CGPU is required to comply with the existing regulations and CGPU policies that protect historic resources. The EIR determined that impacts to historic resources would be less than significant.

Unique Archaeological Resources

Based on the 2008 EIC records search, there are over 159 archaeological resources throughout the Planning Area, none of which are designated by any state or national register but may be considered eligible. Given the long history of Coachella as Native American land, the Planning Area contains significant archaeological resources. The Mecca Hills, Thermal Canyon, and washes north of Thermal Canyon host archaeologically significant trails, mining sites, and other artifacts from previous settlements. There are also possible sites along the west side of the Whitewater River, and in the downtown area.

The exact location of archaeological resources on Tribal Lands can only be known through a Sacred Lands Search by the Native American Heritage Commission. For safety reasons, the exact locations are kept confidential and thus not used for the EIR analysis. State regulations and CGPU policies protect against impacts to unique archaeological resources, through requirements that any findings of archaeological sites or objects should be reported immediately, a pre-grading site survey, and proper preservation and mitigation of archaeological resources. The CGPU requires new development to implement strategies to protect or reduce impacts on archaeological resources. Based on the existing regulations and CGPU policies, the EIR determined that impacts on unique archaeological resources would be less than significant.

Paleontological Resources

The Planning Area is comprised of the following rock types with their associated paleontological sensitivity:

Ocotillo Conglomerate – Low Sensitivity: present north of the Mecca Hills. No fossil site is recorded within the Planning Area.

Palm Springs Formation – High Sensitivity: Sandstones and siltstones present primarily in the Mecca Hills.

Lake Cahuilla Sediments – High and Undetermined Sensitivity: Silts and sands of Pleistocene and

early Holocene Lake Cahuilla contain fossil birds, pond turtles, large and small fish, and bivalves and snails. These sediments underlie a majority of the Planning Area, on the floor of the Coachella Valley. High potential is assigned to the area expressed at or below the high stand of the Lake Cahuilla shoreline. Underdetermined potential is assigned to areas which are underlain by Lake Cahuilla sediments, but then overlain by recent sediments from the Whitewater Delta or that have been disturbed by agriculture.

Recent (Holocene) Alluvium – Low Sensitivity: The recent alluvium and dune sand does not contain fossils in a meaningful context. Recent alluvium can be found as alluvial fans deposited at the base of the hills on the eastern side of the Planning Area.

In general, the western and southern portion of the Planning Area have a low sensitivity, or probability, for having paleontological resources. The eastern portion of the Planning Area has high sensitivity for occurrence of paleontological resources, but much of this area is designated as Open Space under the CGPU, which limits or prevents development.

State law prevents the removal or destruction of any resource without presenting the findings and restricting and preserving the resources, or determination of resources not being worthy of reporting (Public Resources Code Section 5097.5). The CGPU Sustainability + Natural Environment Element also requires reporting of any paleontological artifacts found within the City or SOI and subsequent procedures. Future development would be required to comply with the existing regulations and CGPU policies in order to obtain development permits. Based on the regulatory framework protecting paleontological resources and the eastern portion of the Planning Area being designated as Open Space under the CGPU, the EIR determined that potential impacts are considered less than significant.

Human Remains

Within the Planning Area, there is potential for human remains to occur on Tribal Lands. The exact location of human remains on Tribal Lands would require a Sacred Lands Search through the Native American Heritage Commission (NAHC). However, information from the NAHC would indicate potential only for confidentiality, and is thus not used in the EIR analysis. The CGPU's Policy 12.5 supports the requirement of law regarding discovery of human remains: "Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws." As a mitigation measure, Policy 12.8, Disturbance of human remains, was added to the CGPU Sustainability + Natural Environment Element, which requires surveys to establish occurrence of human remains in areas with a high chance of presence of human remains. The EIR determined that potential impacts to human remains are considered less than significant with mitigation.

Analysis of the Proposed Project

The proposed Project site is currently vacant and contains sparse native vegetation. According to the EIR, the site is classified as "sensitivity not listed" for historic resources (Figure 4.4-2). The site is not located within or near Tribal Lands, and is not near any identified archaeological resources

(Figure 4.4-1). The site is also identified as "undetermined sensitivity" for paleontological resources (Figure 4.4-3). Development under either the current or proposed land use designation would result in disturbance of the entire site, and equivalent earth moving activities. Given the previous site disturbance (grading), it is unlikely that historic, archaeological, and/or paleontological resources, and/or human remains would be uncovered onsite during development.

The City has initiated the tribal consultation process pursuant to SB 18. On June 15, 2022, the City submitted a written request to the NAHC for a tribal consultation list for the proposed General Plan Amendment and Zone Change. Any responses and requests received during the process will be incorporated as conditions of approval, if required.

Overall, the proposed Project will not result in any new significant impacts or increase the severity of impacts already identified in the EIR. Development conducted pursuant to the General Plan, and in adherence to existing federal, state, and City regulations will ensure potential impacts are reduced to less than significant levels.

3.6. GEOLOGY/SOILS

Summary of Findings in the EIR

The City of Coachella is located in the eastern Coachella Valley, which forms the northerly part of the Salton Trough, a structural and topographic depression related to complex interactions with the San Andreas Fault system. The Coachella Valley is underlain by a thick sequence of sedimentary deposits from erosion of mountains including the Indio and Mecca hills along with deposition from the Gulf of California and Colorado River. Soils of different ages and compositions have developed on these sedimentary units, and on the younger alluvial units filling the valley floor. Mountains surrounding the valley include the Little San Bernardino Mountains to the northeast, the foothills of the San Bernardino Mountains to the northwest, and the San Jacinto and Santa Rosa Mountains to the southwest of the Planning Area.

<u>Fault Rupture (Primary Seismic Hazard)</u>
Three Alquist-Priolo Earthquake fault zones traverse the Planning Area in a northwest to southeast direction in the eastern City and SOI. The Alquist-Priolo Earthquake Fault Zoning Act requires a geologic investigation to demonstrate that no structure for human occupancy is placed over active fault traces and must be set back from the fault (generally 50 feet). The EIR found that implementation of the Alquist-Priolo Act, California Building Code, and CGPU policies will ensure that future development not be sited within the vicinity of a fault trace and be constructed with appropriate seismic upgrades if likely subject to fault rupture threat. The EIR determined that impacts would be less than significant.

<u>Seismic Groundshaking</u>
The San Andreas, San Jacinto, and Whittier-Elsinore fault zones are seismically active and are capable of generating strong groundshaking up to magnitude 7.9 within the Coachella area. Probabilistic seismic hazard maps indicate that peak ground acceleration in the Planning Area

could reach or exceed 0.67g (gravity, 9.8 meters per second squared) which can cause considerable damage in structures not designed to withstand such groundshaking.

In addition to construction regulations and guidelines, including the California Building Code (CBC), the CGPU provides policies on more stringent requirements than the CBC for new development to adhere to and mitigation to protect people in buildings identified as most susceptible to earthquake damage. During the development application review, the City will evaluate proposed projects against CGPU policies for consistency based on project vulnerability to seismic groundshaking and grant approval only upon adequate consistency. The EIR concluded that impacts regarding groundshaking would be less than significant.

Ground Failure and Liquefaction

According to the EIR (Figure 4.5-5), the western portion of the Planning Area is generally identified with high potential for liquefaction, and most of the eastern portion has a moderate potential for liquefaction, with small areas of low potential. The City, state and federal agencies impose restrictions and requirements for development design and location that reduce impacts from seismic-related ground failure. Through the development review process of proposed structures in the Planning Area, a site-specific analysis is required to determine if structures are allowable and to assess building design against existing regulations and applicable codes. The CGPU also provides policies that require special studies for new construction and significant redevelopment during the development permit review process, as well as implementation of the engineering recommendations for mitigation. The EIR determined that compliance with existing regulations and CGPU policies will reduce impacts to less than significant.

Landslides & Other Hazards

Slope instability would pose a potential hazard as development encroaches into the hills in the northeastern portion of the Planning Area. Overall, the probability for landslide, rock fall and debris flow is considered low in the Planning Area. Development in the Planning Area is subject to regulations that require special studies to assess development risks from geological hazards including landslides prior to obtaining development permits. The CGPU Land Use + Community Character and Safety Elements contain multiple policies that address landslide related hazards, including limits on development in areas with steep slopes, slope failure mitigation, and field inspections. Existing regulations and CGPU policies would limit the siting of buildings in hazardous areas and enact additional safety precautions for construction and design. The EIR concluded that impacts would be less than significant.

Subsidence

Subsidence and associated ground fissuring have been attributed to groundwater withdrawal in the Coachella Valley. While subsidence has been documented in other parts of the valley (Palm Desert, Indian Wells and La Quinta), the potential for regional subsidence in the Planning Area is unclear. The CGPU includes policies to limit development in high risk areas and require site-specific studies to determine individual risk and develop appropriate design strategies. The CGPU also calls for groundwater resources protection to prevent over-drafting and regional subsidence due to excessive extraction. The EIR determined that implementation of the CGPU policies will

ensure responsible development with minimal impact from unstable soil within the Planning Area. Potential impacts will be less than significant.

Expansive Soils

A small portion of the southeastern Planning Area is subject to potential expansive soil hazards in the vicinity of Thermal Airport and along the Southern Pacific Railroad tracks. Development in the Planning Area will be subject to the California Building Code to ensure structures are sound and engineered to reduce impacts from expansive soils. The CGPU also includes policies that require site-specific geotechnical investigations to determine if the development site is subject to expansive soils and other geological hazards and recommend measures to reduce potential impacts, such as structural mitigation or ground improvements. The EIR determined that existing regulatory requirements and CGPU policies would ensure that impacts are less than significant.

Erosion

The CGPU Planning Area is subject to slight to moderate soil erosion hazard based on soil types present. Areas underlain by unconsolidated sediments throughout the Planning Area are subject to water and wind erosion, which can be accelerated by activities such as vegetation removal, drainage modification and slope construction. Geologic orientation of the hills and mountain ranges throughout the community provides little resistance to strong winds through the Coachella Valley, resulting in increased rates of erosion. The City requires temporary and permanent erosion control plans for new development (see Section 3.9 for measures to control erosion by water and Section 3.3 for dust control measures). CGPU policies that provide careful land management in hillside areas also help prevent downstream erosion. Based on the framework of stormwater control regulations, air quality regulations, and CGPU policies which all limit the erosion potential of development under the CGPU, the EIR concluded that impacts would be less than significant.

Analysis of the Proposed Project

Fault Rupture

The site is not located within or near an Alquist-Priolo fault zone, but subject to strong ground shaking in the event of earthquakes generated by regional faults. The nearest active fault to the Project site is located approximately 3 miles east. Active faults with the potential for surface rupture are not known to be located beneath the site. Therefore, there is no potential to expose people to impacts from fault rupture resulting from seismic activity during the design life of future structures.

Seismic Groundshaking

As discussed above, the site is located in a seismically active region. Therefore, is potential for significant ground shaking to occur within the Project area during string seismic events. The City requires development projects adhere to the existing regulations and CGPU policies to reduce and mitigate potential impacts, including the preparation of site-specific geotechnical analysis prior to obtaining development permits. Future development projects will also be subject to standards in the California Building Code's seismic standards, which are designed specifically for seismic hazard areas, which requires structural design that can accommodate maximum ground

accelerations expected from known faults. Implementation of applicable mitigation measures in the CGPU EIR would future ensure that potentially significant seismic-related groundshaking impacts would be reduced to less than significant levels.

Ground Failure

As indicated in the EIR, the project site is located in an area that has been identified as having a high liquefaction susceptibility (Figure 4.5-5), which can result in secondary effects, such as lateral spreading and other earthquake induced settlement. However, with implementation of application mitigation measures provided in the EIR. impacts to future development of the site would be reduced to less than significant levels.

Landslides

The Project site is flat and surrounded by flat topography, and not subject to landslide risk. The Project site is located in a largely developed urban area more than 3 miles from the nearest mountain hillside. Given the distance of natural slope areas from the project site and relatively flat topography on-site, no impacts related to landslides would occur on the project site.

Soil Erosion and Loss of Topsoil

As indicated in the EIR, the project site is located in an area that has been identified as having a high erosion potential (Figure 4.5-8). Future development of the site would have the potential to result in the erosion of soils; however, this potential would be reduced by implementation of standard erosion control measures imposed during the site preparation and grading activities, consistent with that described in the EIR. As discussed in Section 3.9. Hydrology/Water Quality, the Project will be required to implement Best Management Practices and erosion control under the MS4 permit enforced by the City. During construction, future buildout of the site will be required to implement dust control per SCAQMD rules, as detailed in Section 3.3. Air Quality. Therefore, impacts would be reduced to less than significant levels.

Summary of Findings

The Project would not generate new significant impacts or a substantial increase in previously identified impacts associated with geology and soils. All future development proposed for the site will be subject to Uniform Building Code requirements in seismic zones. There is no new information of substantial importance which was not known and could not have been known when the EIR was certified. Implementation of CGPU policies and applicable standard requirements would ensure that impacts remain less than significant. Therefore, implementation of the GPA and ZC would not result in any new adverse impacts or increase the severity of previously identified significant impacts in the Certified EIR.

3.7. GREENHOUSE GAS EMISSIONS

Summary of Findings in the EIR

The CGPU EIR greenhouse gas emissions analysis was based on the Coachella Climate Action Plan (May 2014), thresholds proposed by the South Coast Air Quality Management District (SCAQMD),

and other publicly available resources. The analysis provided an overview of GHG emissions, California GHG inventory, Coachella GHG inventory, and potential emission reductions.

The California Air Resource Board (CARB) updates the statewide GHG emission inventory annually. The 2009 inventory was current at the time the EIR was prepared, which was 453 million metric tons of CO_2e (MMT CO_2e). In 2008, CARB also approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO_2e. Signed into law in 2006, AB 32 called for emission reduction to 1990 levels by 2020. Based on statewide GHG inventory and the emission reduction goals of AB 32, SCAQMD proposed a 2020 service population metric of 6.6 MT CO_2e per capita per year and a similar metric for 2035 of 4.1 MT CO_2e per capita per year.

The City of Coachella prepared a citywide GHG inventory and determined that 2005 emissions totaled 312,628 metric tons CO_2e (MT CO_2e), which grew to 382,787 MT CO_2e (8.2 MT CO_2e per service population) in 2010. Factoring in population and employment growth, increased per capita energy use, and a rebounding economy, the citywide emissions are expected to increase to 923,091 MT CO_2e in 2020, or 9.8 MT CO_2e per service population. The Coachella Climate Action Plan (CAP) set a 49% reduction target from the 2010 per service population emission level by 2035, or 4.2 MT CO_2e per capita per year.

The CGPU EIR did not quantify total emissions associated with the CGPU Buildout, but instead provided a per capita analysis with potential GHG emission reductions to compare to thresholds appropriate for a General-Plan-level project. The table below illustrates the per capita GHG emissions anticipated to occur as a result of CGPU buildout. The EIR used the proposed SCAQMD general plan threshold of 6.6 MT CO_2e per capita per year for 2020, and the 4.2 MT CO_2e per capita per year by 2035 set by the City to determine impact significance (thresholds shown in bold).

Table 6
Greenhouse Gas Emissions – General Plan Update Operations
(MT/yr.)

	2010 Conditions	2020 Reduction Potential	2035 Reduction Potential
Total Emissions	382,787	-	-
1) Reductions from CGPU policies	-	126,306	231,707
2) Combined federal, state, and CGPU policies	-	338,046	639,630
3) Combined all policies in 2) + CAP measures	-	-	838,494
Emissions Per Service Pop. with 2)	-	6.2	5.4
Emissions Per Service Pop. with 3)		-	4.2
SCAQMD Threshold	-	**6.6**	4.1
Coachella CAP Threshold	-	-	**4.2**

Data sourced from Tables 4.12-1, 4.12-3, and 4.12-4 and Section 4.12 of the CGPU EIR.

According to the EIR, implementation of federal, state, and CGPU policies would reduce City GHG emissions by 338,046 MT CO_2e per year, resulting in a per service population emissions level of 6.2 MT CO_2e in 2020, which is below the SCAQMD recommended threshold of 6.6 MT CO_2e per capita per year. Continuation of these policies would reduce emissions by 639,630 MT CO_2e, resulting in a per service population emissions level of 5.4 MT CO_2e in 2035, which exceeds the City's target of 4.2 MT CO_2e per capita per year.

The City's CAP included an analysis of more aggressive implementation programs and additional measures not included in the General Plan, such as increased recycling, recycled and grey water use, and installation of solar systems on existing commercial buildings. The EIR determined that implementation of the CAP measures is estimated to reduce GHG emissions by 838,494 MT CO_2e, resulting in a per service population emissions level of 4.2 MT CO_2e in 2035 that meets the City's target. The implementation of CAP measures is incorporated as mitigation measures in the EIR. The EIR concluded that impacts on GHG emissions from the CGPU buildout would be significant but mitigable.

Conflict with Greenhouse Gas Reduction Plans

As discussed in Section 3.16 Transportation, the Coachella General Plan Update contains policies that are consistent with the SCAG Regional Transportation Plan/Sustainable Communities Strategy. The 2012-2035 RTP/SCS set forth per capita GHG reduction goals of 8% by 2020 and 13% by 2035. As discussed above, the implementation of CGPU and statewide policies would result in a reduction in annual per service population emissions from 8.2 MT CO_2e in 2010 to 6.2 MT CO_2e in 2020 and 5.4 MT CO_2e in 2035, which represent approximately 25% and 34% reduction by 2020 and 2035, respectively. While per service population and per capita measures of GHG emissions are not identical, the projected reductions are generally consistent with the reduction goals set forth in the RTP/SCS. Because the CGPU contains policies, programs, and measures to reduce emissions from all sectors that are consistent with CARB's Scoping Plan to achieve AB 32 goals, the EIR concluded impacts regarding conflict with GHG reduction plans are less than significant under the CGPU.

Analysis of the Proposed Project

At the time of the EIR analysis, the SCAQMD's GHG emissions plan-level threshold was 6.6 metric tons of CO_2e per service population (residents plus employees) per year by the year 2020 and 4.1 metric tons of CO_2e per service population per year by the year 2035, consistent with California legislation (AB 32).

A development project is not proposed at this time, however the proposed GPA and ZC would facilitate future development projects consistent with the "Urban Employment Center" designation. The program EIR did not quantify GHG emissions specific to buildout of the subject site. Instead, the EIR assessed the per capita emissions from CGPU buildout of the Planning Area as a whole compared to the City's per capita reduction target for 2035. While the EIR determined that CGPU buildout would result in significant impacts that are mitigable by implementation of City's Climate Action Plan measures, individual developments are still required to undergo

project-level environmental review, and mitigation measures will be identified to reduce any significant impacts.

Project-level emissions were quantified using CalEEMod Version 2020.4.0 for maximum buildout potential under the proposed land use designation. The following GHG estimates compare 2025 buildout conditions under the existing conditions and proposed GPA.

Table 7
2040 Operational GHG Emission Comparison
(Metric Tons CO_2e/Year)

Source	Existing Conditions	Proposed Amendment
Area Emissions	0.01	17.07
Energy Emissions	519.88	566.27
Mobile Emissions	1,086.23	1,981.34
Waste Emissions	124.72	117.28
Water Emissions	115.40	102.57
Total w/out Construction GHG	**1,846.24**	**2,784.53**
Total w/out Construction w/ ZNE GHG[1]	-	**2,218.26**
Total w/ Construction Amortized[2]	**1,862.24**	**2,245.26**
Project Population	-	2,155
Per Capita Emissions	-	**1.04**

Source: CalEEMod Version 2016.3.2. See Appendix A for detailed output tables. Values shown represent the total unmitigated GHG emission projections for 2025 under existing conditions vs proposed conditions. Numbers have been rounded up to the nearest whole number except area emissions for existing conditions and per capita emissions for accuracy.
1. Zero Net Energy (ZNE) is required for residential construction after 2020 per California Building Code Title 24.
2. GHG emissions from construction are amortized over a 30-year period and added to the annual operation emissions. Total construction GHGs for existing conditions is 473 $MTCO_2e$ over a 1.5-year buildout period (16 $MTCO_2e$ amortized), and 807 $MTCO_2e$ over a 1.5-year buildout period for the proposed Project (27 $MTCO_2e$ amortized).

As shown in the table above, the proposed GPA/ZC will result in an increase in annual GHG emissions of 383.02 $MTCO_2e$ when compared to existing conditions analyzed in the EIR. However, the per capita emissions at maximum buildout of the proposed GPA/ZC is projected at 1.04 MT CO_2e, which would give a lower per service population emission level as employees are added to the Project population, and lower than the City target of 4.2 MT CO_2e per service population per year. Therefore, the proposed GPA would not result in new or increased severity of impacts compared to those analyzed in the EIR. Note that these projections did not take into account potential reductions due to implementation of CAP measures, which are predominantly City or community-level efforts, including a Residential/Commercial Energy Conservation Ordinance, Transportation Demand Management, and Intelligent Transportation Systems. These CAP measures, once implemented by the City, can further reduce projected total and per capita emissions.

On December 5, 2008, SCAQMD formally adopted a greenhouse gas significance threshold of 10,000 MT CO_2e/year that applies to stationary sources (industrial uses) only where SCAQMD is

the lead agency (SCAQMD Resolution No. 08-35). This threshold was adopted based upon an October 2008 staff report and draft interim guidance document[2] that also recommended a threshold for all projects using a tiered approach.

It was recommended by SCAQMD staff that a project's greenhouse gas emissions would be considered significant if it could not comply with at least one of the following "tiered" tests:

- **Tier 1**: Is there an applicable exemption?
- **Tier 2**: Is the project compliant with a greenhouse gas reduction plan that is, at a minimum, consistent with the goals of AB 32?
- **Tier 3**: Is the project below an absolute threshold (10,000 MT CO_2e/yr. for industrial, projects and 3,000 MT CO_2e/yr. for non-industrial projects)? A project's construction emissions are averaged over 30 years and are added to the project's operational emissions.
- **Tier 4**: Is the project below a (yet to be set) performance threshold?
- **Tier 5**: Would the project achieve a screening level with off-site mitigation?

Both existing and proposed GPA/ZC buildout scenarios would comply with Tier 3. The Tier 3 test is an absolute threshold of 3,000 MTCO_2e for a non-industrial project, and 10,000 MTCO_2e for a non-industrial project. Both scenarios are below the established GHG threshold for the land use. The Project per service population emission level, without mitigation, would be lower than the Citywide level and no new or increased impacts are expected as a result of the Project compared to those identified in the EIR.

3.8. HAZARDS & HAZARDOUS MATERIALS

Summary of Findings in the EIR

Coachella Fire Services, as part of the Riverside County Fire Department supports the Riverside County Health Department in maintaining a permit program that cover anyone operating a hazardous occupancy or using, storing, or transporting hazardous materials.

Transportation of Hazardous Materials

Transportation of hazardous materials may occur on State Routes 86 and 111, and Interstate 10, which all run through the Planning Area. The CGPU will facilitate industrial and commercial development that may involve temporary or continuous transportation of hazardous materials. In addition to the federal and state regulations on transportation of hazardous materials, the CGPU Safety Element calls for enforcement actions, identification of hazardous materials transport routes, effective response, and proper siting of hazardous materials facilities and sensitive uses.

[2] Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, prepared by SCAQMD, October 2008.

Hazardous Materials and Emissions

Development under the CGPU would have the potential to cause release of hazardous materials mostly likely on industrial land in the City. The use, storage, disposal, and cleanup of hazardous waste is regulated by an extensive framework of state and federal laws, such as those implemented by the US and California EPA, Occupational Safety and Health Administration, and regional agencies including the Colorado River Regional Water Quality Control Board.

Both the Coachella Valley and Desert Sands Unified School Districts oversee existing and future schools in the CGPU Planning Area. The CGPU Safety Element set forth development constraints for land uses that could release hazardous emissions near schools, including buffer zones between schools and agricultural land, avoiding siting of hazardous materials facilities near schools or utilizing building techniques to mitigate indoor air quality. The CGPU policies would ensure that any project emitting or handling hazardous materials would occur beyond the one-quarter mile buffer around schools.

Hazardous Materials Sites

The State Water Resource Control Board (SWRCB) maintains the GeoTracker database which includes sites with reported releases of fuels (Leaking Underground Fuel Tanks or LUFT) or non-fuels. As of September 2008, the GeoTracker database includes 34 sites within the City, primarily located along Grapefruit Boulevard and Harrison Street. Many of these sites have been closed, indicating that the reported release has been remediated to levels that require no further action based on existing land use. At the time of the EIR, ten sites remained open for monitoring, assessment, or remediation.

Government Code Section 65962.5 requires the California Department of Toxic Substances Control (DTSC) to compile and regularly update a list of hazardous waste sites, known as the Cortese List. At the time the EIR was prepared, the Planning Area had one registered site containing hazardous materials as of 2008, the Foster-Gardner Inc. pesticide and fertilizer parcel located on 1577 First Street. Given the existing and historical uses on the site, future development of any hospital, school, day-care centers, agriculture, and groundwater use is prohibited on the site via a deed restriction filed with Riverside County.

Airports/Airstrips

There are no private airstrips within the Planning Area and its vicinity. The Jacqueline Cochran Regional Airport is located two miles south of the City of Coachella. The southern portion of the Planning Area is located within airport compatibility zones (Class B through E). The CGPU will facilitate primarily industrial land use and suburban retail uses in the area within compatibility zone Class B through D. The CGPU Land Use + Community Character Element contains policies that require new development to conform to the airport land use and safety plans, facilitates regional coordination and Riverside County Airport Land Use Commission review of planning documents and regulations.

Emergency Response Plan

The City Fire and Emergency Medical Services Master Plan (2007) and City of Coachella Emergency Operations Plan (2007) were referenced in the CGPU EIR. The CGPU Safety Element

policies prevent interference with existing and future emergency response plans, including the Local Hazard Mitigation Plan mandated by FEMA, plans for sensitive and critical facilities, public preparedness and educational programs, regional hospital, mutual aid and other cooperation agreements.

Wildland Fires

The CGPU generally continues the development pattern of urban land uses concentrated in the western Planning Area, and agricultural and open space in the east. Under the CGPU, residential and other urban development could grow near natural landscapes and increase wildfire risks at the wildland-urban interface (WUI). The CGPU Sustainability + Natural Environment Element requires buffers between agriculture and urban uses, when new development of either type is proposed. The Safety Element seeks to reduce fire threat to structures and open space through a multitude of measures such as vegetation control, fire-resistant building materials, sprinkler retrofits, fire inspections, and climate/weather tracking.

Summary of Impacts

The CGPU would facilitate new development of various land use types, which would result in increased transport, use, storage, and disposal of hazardous materials in the Planning Area. In addition to the federal, state and regional regulations on hazardous materials use, handling, and transportation, the CGPU includes policies to reduce potential impacts from hazardous materials through proper siting of hazardous materials facilities and sensitive receptors, setting up buffer zones, and establishing an effective response system through local planning and regional collaboration. The EIR determined that implementation of existing federal, state, and local laws and regulations, as well as CGPU policies concerning the handling, transport, and disposal of hazardous materials, would reduce potential impacts to less than significant levels regarding hazardous materials sites, emissions, and transportation, potential impacts on schools and airports, wildfire risks, and emergency plans.

Analysis of the Proposed Project

The proposed Project site is located in a largely urbanized area of the city and surrounded by a mix of industrial uses, commercial uses, residential uses, local streets, and vacant land. Hazardous materials monitoring and emergency response within the Project area will be covered by the Riverside County Department of Environmental Health Hazardous Materials Branch, Riverside County Fire Department and Environmental Health HazMat Program staff and CalFire.

Currently there are no hazardous waste sites in the city listed on the Cortese List or LUFT sites listed in proximity to the Project site per the SWRCB GeoTracker. According to the GeoTracker, there is one Cleanup Program Site located within 250 meters north of the Project site at 85989 Avenue 52 that has been in remediation since 1990. The cleanup site is under the jurisdiction of the Riverside County Department of Environmental Health who will continue to monitor remediation activities at the site.

The proposed GPA/ZC would facilitate development of up to 507 residential units on the project site. The residents of the proposed Project would use chemicals and potentially hazardous

materials for daily activities, including indoor and outdoor cleaning, pool disinfection, and landscaping, but well below the amount threshold to constitute potential threat or hazards. The use, storage, and transportation of such materials would be subject to existing regulations. The industrial uses allowed under the current designation would likely store larger quantities of processing material, cleaning, and similar products, but would also be subject to the same regulations. Therefore, the proposed Project would not create any new impacts associated with hazardous and toxic materials, nor increase the severity of any such impacts identified in the EIR.

Future development of the site will necessitate the storage and use of hazardous materials, such as paints, solvents, and fuels, which are potential sources of pollutants, as would construction of an industrial facility on the site. However, future projects and their contractors will be subject to existing laws and regulations which require hazardous materials and wastes are used, stored, transported, and disposed of appropriately.

The nearest school is Valle Del Sol Elementary School, located approximately 0.3 miles northeast of the Project site. Given the implementation of the regulatory framework as described in the CGPU, the Project will have equivalent, and less than significant impacts associated with release/emission of hazardous materials on nearby schools as would an industrial use.

Overall, neither the existing or the proposed conditions would result in a hazardous materials facility, and buildout under either designation would be subject to the same regulations as those discussed in the EIR. Therefore, implementation of the proposed Project would not result in any new adverse impacts or increase the severity of previously identified significant impacts in the EIR.

3.9. HYDROLOGY/WATER QUALITY

Summary of Findings in the EIR

The dominant drainage in the Coachella Valley is the Whitewater River. The Whitewater River watershed is under the jurisdiction of the Colorado River Basin Regional Water Quality Control Board (RWQCB). The Whitewater River has perennial flow in the mountains, but becomes dry further downstream due to diversions and percolation into the groundwater basin. The Whitewater River is channelized downstream from La Quinta, known as the Coachella Valley Stormwater Channel (CVSC) and serves as drainage for irrigation return flows, treated community wastewater, and storm runoff.

Water Quality Standards

The CGPU will expand the Planning Area from a small town to a mid-sized city with development and supporting infrastructure that may impact existing waterways. Development under the CGPU will be monitored and allowed only upon demonstrated compliance with current federal, state, and local regulations and standards, including the Clean Water Act, Porter-Cologne Water Quality Control Act, Regional Water Quality Control Plans, Safe Drinking Water Act (1976) and recycled water regulations. Permits for development activity are issued upon compliance with these regulations, and violation would result in activity being stopped. The CGPU contains policies to

ensure compliance with these regulations by limiting the pollutants that can be discharged to water bodies and regularly monitoring standards for water quality. The EIR concluded that impacts on violations of state or federal regulations or standards from development under the CGPU are considered less than significant.

Groundwater Supplies (Also see Section 3.18.)

The CGPU Planning Area is underlain by the Whitewater River Basin. The Lower Whitewater River Basin water is extracted by the Coachella Valley Water District and other water agencies including the Coachella Water Agency (CWA). CWA is the water supplier for the entire City and SOI under the CGPU. Water demand in the City is met through groundwater extracted from wells.

The CGPU Planning Area had a water demand of 8,709.5 acre feet (AF) in 2010, which is projected to increase to 27,276 AF in 2035. The Coachella Valley Water Management Plan Update (2010) outlined several strategies to increase and diversify water supply to meet future needs, including increasing water supply from the Colorado River Watershed Basin and the State Water Project, water conservation, water recycling programs, and groundwater recharge. According to the water supply analysis conducted for the CGPU, the 2035 water demand would be met by groundwater in the Lower Whitewater River Basin with a current capacity of 28.8 million acre feet and a current level of 25 million acre feet. The CGPU contains policies to address impacts with high water demand, including grey water use, groundwater recharge, and designing water conscious buildings and landscapes. These policies, together with the City's and CVWD's Urban Water Management Plans, will facilitate multi-organization coordination to reduce impacts from the increased demand and water extraction needed to supply new development. The EIR determined that under the CGPU, water supply is adequate to meet future demands, and impacts on groundwater supplies would be less than significant because of the efforts and programs in place to conserve water and recharge groundwater basins.

Flooding

Waterways within the CGPU Planning Area include the Coachella Canal and the partially channelized Whitewater River. While there is no planned waterway relocation or path alteration, development under the CGPU has the potential to change drainage patterns and result in water runoff or flooding impacts on the Whitewater River. The CGPU Sustainability + Natural Environment and Infrastructure + Public Services Elements include policies to preserve natural land features and require drainage studies for new development to prevent on- or off-site flooding. The EIR concluded that the regulatory framework and CGPU policies will ensure that potential impacts of drainage and runoff remain less than significant.

Erosion, Polluted Runoff, and Water Quality

Development under the CGPU will have the potential to result in erosion from local changes in run off or construction activities that disturb soils. The Clean Water Act and its Streambed Alteration Agreements prohibit development that would alter waterways from erosion or runoff. Projects seeking permits for development or activity within the Planning Area will be required to comply with these provisions. The CGPU Sustainability + Natural Environment Element contains policies that require erosion control during construction and other soil disturbing activities. The

EIR determined that implementation of the existing regulatory framework will ensure impacts on erosion or sedimentation remain less than significant.

Development under the CGPU has the potential to cause harm from polluted runoff. Under the Clean Water Act, the Colorado River Basin Regional Water Quality Control Board (RWQCB) is responsible for regulating water quality in the Planning Area and implementing the National Pollution Discharge Elimination System (NPDES) program. The City of Coachella operates under a municipal separate storm sewer system (MS4) permit, which requires implementation of best management practices (BMPs) to reduce pollutants in urban storm water discharge and monitoring of ambient water quality to determine effectiveness of BMPs. All future development under the CGPU will be subject to the MS4 permit requirements including implementation of BMPs, as well as policies in the Land Use, Infrastructure + Public Facilities, and Sustainability + Natural Environment Elements that address development impacts of runoff. The EIR concluded that CGPU policies supporting the current regulatory framework will ensure new development is built with adequate infrastructure to reduce runoff impacts on the existing environment by limiting volumes of stormwater discharge and treating stormwater runoff prior to discharge. Impacts were determined to be less than significant.

Water quality within the Planning Area is controlled by the Coachella Valley Water district in conjunction with State Water Resources Control Board (SWRCD) and the Colorado River Basin RWQCB. The Clean Water Act, including Section 401, also requires that any activity which may result in a discharge to waters of the U.S. must obtain State Water Quality Certification demonstrating that the proposed activity will comply with state water quality standards. The EIR concluded that under existing regulations and CGPU policies that address water quality in both the Sustainability + Natural Environment and Safety Elements, new development will be required to integrate design features to limit water pollution, and impacts on water quality will be less than significant.

Housing and Structures in 100-Year Flood Areas

Areas designated as a 100-year flood hazard zone within the Planning Area occur within the banks of the Whitewater River. Channelization along the Whitewater River allows the river to handle 82,000 cubic feet squared (cfs) which is considered the largest flood that can occur within the area and twice the 42,000 cfs water volume of 100-year floods within the Planning Area. A large portion of the Planning Area west of the Coachella Canal is located within FEMA Zone X, a 500-year flood zone or 100-year flood zone with average depths of less than 1 foot or with drainage areas less than 1 square mile, and areas that are protected by levees from 100-year flood. This flood zone area covers primarily existing urban and agriculture development and proposed new development areas under the CGPU. Most flooding in this area is from the occurrence of summer monsoons.

Existing regulations and ordinances regarding development in a 100-year flood plain would ensure development under the CGPU would not place structures or people at risk of severe damage from a 100-year flood. The Floodplain Management Section of the Coachella Valley Water District implements Riverside Country Ordinance 458 for projects located within floodplains, which require approval of a Floodplain Permit. These projects are required to adhere

to the ordinance requirements. This permitting process helps prevent harm or damage to structures and people from flooding.

Additionally, under the CGPU, new development is proposed within Zone X, which is considered a low and moderate risk area with low occurrence. The severity of flooding was determined to be manageable through site specific design and engineering. The CGPU calls for open space and natural trails development in floodplains to reduce the numbers of structures exposed to flood risks, and requires retrofitting existing development that is subject to frequent flooding. The EIR concluded that considering the existing infrastructure within the Planning Area, existing regulations and CGPU policies, impacts from flooding would be less than significant.

Levee and Dam Failure

Infrastructure protecting the Planning Area from flooding includes channelization and levees of the Whitewater River and the East Side Dike. The City of Coachella Engineering Department manages levees, channels, and dikes within the Planning Area. The Riverside County Flood Control District (RCFCD) manages levees, channels, and dikes in unincorporated areas of the Planning Area.

The existing regulatory framework, including the Riverside Country Ordinance 458 implemented by CVWD, provides an impact reduction strategy from levee or damn failure for housing located within floodplains that are most susceptible to flooding from levee failure. In addition, the CGPU policies require the City to carefully monitor and mitigate development in areas that are prone to flooding risks from possible infrastructure failure and create disaster response plans to protect users of critical facilities. The EIR concluded that the implementation of strict development and land use standards will ensure impacts from levee or dam failure remain less than significant.

Seiche, Tsunami, or Mudflow

The Planning Area is over 100 miles away from the coast, which eliminates any potential impact from tsunamis. The Planning Area is located over 10 miles away from Salton Sea, the closest large water body, and is thus outside the area that could be affected by seiches. Minor seiches may occur within the Planning Area in smaller ponds or lakes, however the water level rise is unlikely to exceed 1.6 feet. There is potential for mudflows in the areas below Mecca Hills. The CGPU contains policies to address mudflow and landslide issues and require geotechnical investigations prior to permitting and developing on a site, including engineering structural changes to reduce mudflow impacts. With the open space land use designations and safety measures required in the CGPU, the EIR concluded that potential impacts from mudflow or seiche would be less than significant.

Analysis of the Proposed Project

The site would build out with industrial uses under existing conditions, or a maximum of 507 residential units under the proposed GPA. Please see Section 3.17 for a discussion of water demand. Implementation of the proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the EIR. Development of the site would increase the amount of impervious surfaces in the City under

both existing and proposed buildout scenarios. The Project site is located within the FEMA Zone X (area of minimal flood hazard) and outside a 100-year flood zone (FEMA FIRM Panel: 06065C2270H). The Project will be required to comply with all City regulations under the MS4 permit, including the implementation of Best Management Practices and erosion control to prevent surface and ground water pollution. Buildout of the site is required to comply with applicable regulations, and policies set forth in the CGPU on protection of local hydrology and water quality, regardless of the type of development that occurs there. Implementation of the same regulatory framework and policies as analyzed in the EIR will ensure that overall impacts are similar to those previously identified in the EIR. Therefore, implementation of the proposed GPA/ZC would not result in any new adverse impacts or increase the severity of previously identified significant impacts identified in the EIR.

3.10. LAND USE AND PLANNING

Summary of Findings in the EIR

The City and SOI largely consist of urban settlement (residential, industrial, and commercial land uses), agricultural land, open space, and undeveloped land. Buildout of the CGPU would transform the City from a small town to a mid-sized city, with a population growth from 40,704 (2010) to 135,000 by 2035.

The majority of urban and residential development is within the western portion of the Planning Area, roughly west of the Whitewater River between Avenue 52 and Avenue 62. This area holds Coachella's downtown, civic buildings, commercial corridors, and a majority of residential development. Specifically, the area west of State Route 111 has the highest population density within the Planning Area.

The eastern portion of the Planning Area consists mostly of open space, agriculture, and tribal land. The majority of agricultural land is located between the Whitewater River and Coachella Canal, and east of the canal is planned to remain open space.

The CGPU Land Use, Mobility, and Community Health + Wellness Elements aim to maintain and strengthen the established communities in the Planning Area with connectivity, social programs, and community character enhancements. The relevant CGPU policies call for a family-friendly community, neighborhood transitions and subdivision gateways, equitable distribution of facilities and services, as well as connectivity at project, subarea, and Citywide levels. The EIR determined that the CGPU would contribute to community engagement, strength, and connectivity through the aforementioned policies and would not lead to division of existing established communities. Impacts would be less than significant regarding physically dividing established communities.

The EIR determined that the proposed land use plan and policies under the CGPU are consistent with local and regional plans, including the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), the Jacqueline Cochran Airport Master Plan, and SCAG's Regional Transportation Plan (RTP). The adoption of the CGPU would prompt update of the Zoning Code

to ensure consistency with the CGPU Designation Map under state law. The EIR concluded that the CGPU would not create any inconsistencies or conflicts with these regional plans and policies, and impacts would be less than significant.

The EIR determined that adoption and implementation of the General Plan update would increase the number of housing units, nonresidential square footage, and the population in Coachella. Development facilitated by the CGPU would increase the City's population to a maximum of 135,000 by 2035, which is 4.9% (6,300 residents) more than SCAG's 2035 population forecast. However, the maximum theoretical buildout of the General Plan Designation Map would likely overstate the amount of growth, and the SCAG forecast was considered a reasonable estimate of future growth through 2035. Therefore, the EIR determined that the CGPU would be consistent with existing local and regional planning documents. Overall, the EIR determined that the General Plan update would have a less than significant impact to land use or land use planning.

Analysis of the Proposed Project

The proposed General Plan Amendment will change the current "Industrial District" designation to the "Urban Employment Center" designation which allows a residential density range of 30-65 DU/AC. Under the current designation, the site could develop a various industrial uses including support retail and offices. While the General Plan Amendment also allows for office and general commercial/service uses similar to the existing land use designation, the proposed land use designation also allows for high density residential that is not currently permitted.

Both the existing and proposed designations are compatible with the surrounding area, which includes residential developments under the "Suburban Neighborhood" and "General Neighborhood" designations, and non-residential developments under "Industrial District," "Urban Employment Center," and "Suburban Retail District." Future development of the site facilitated by the GPA/ZC will blend into the existing and future neighboring residential developments in density and in character.

The proposed GPA is consistent with the following CGPU policies:

5.4 Balanced neighborhoods. Within the allowed densities and housing types, promote a range of housing and price levels within each neighborhood in order to accommodate diverse ages and incomes. For development projects larger than five acres, require that a diversity of housing types be provided and that these housing types be mixed rather than segregated by unit type.

5.5 Housing affordability. Ensure affordable housing is distributed throughout the city to avoid concentrations of poverty and be accessible to jobs.

5.17 Neighborhood transitions. Require that new neighborhoods provide appropriate transitions in scale, building type and density between different General Plan designations.

6.10 New urban employment centers. Strive to create a series of new Urban Employment Centers in strategic locations in Coachella. The primary locations for this use are subareas 6, 7 and 10.

As analyzed under Section 3.3, the proposed GPA would result in a maximum buildout population of 2,155 onsite, which would increase the City's buildout population from 135,000 to 137,155. The total population with GPA would exceed SCAG's 2045 forecast by 7,855 residents (6%). As discussed above, similar to the existing conditions, the proposed GPA would be in line with regional forecasts given the limited increase.

Development of the proposed Project will be in accordance with the General Plan guidelines, Municipal Code, and other applicable regulations, including payment of the CVMSHCP development impact fee. The Project will install street improvements to meet the City standards and provide internal pedestrian connections to provide neighborhood connectivity, consistent with zoning requirements.

The residential developments to the north and west of the Project site are independent of each other. The Project site is surrounded by industrial uses and vacant land. Under either the existing or the proposed designation, buildout of the Project site will not physically divide an established community.

Implementation of the proposed Project would not result in any new significant impacts or increase the severity of a previously identified significant impact as previously analyzed in the EIR. Overall impacts are expected to be similar to those previously identified in the EIR. Therefore, implementation of the proposed GPA and ZC would not result in any new adverse impacts or increase the severity of previously identified significant impacts in the EIR.

3.11. MINERAL RESOURCES

Summary of Findings in the EIR

The California Mineral Land Classification System, developed by the State Geologist, identifies Mineral Resources Zones (MRZs) for mapping and reporting purposes under the Surface Mining and Reclamation Act (SMARA). The western portion of the CGPU Planning Area is located in MRZ-1, where available geological information indicates that little likelihood exists for presence of significant mineral resources. The majority of the eastern Planning Area is located in MRZ-3, which indicates the area has known mineral deposits that may qualify as mineral resources (MRZ-3a), or the area may have inferred deposits which may qualify as mineral resources (MRZ-3b).

Some areas in the southeastern SOI are classified as MRZ-1 and MRZ-2, where geologic data indicate that significant measured or assumed mineral resources are present. Two permitted mining operations occur in the MRZ-2 area, the Coronet Concrete – Palm Desert Rock Sand Mine, and Coachella Valley Aggregates – Fargo Canyon Mine. The MRZ-2 area is designated as Open Space under the CGPU, where mining activity is a permitted use. No loss of mineral availability is expected.

Current state regulation prohibits the removal of mineral resources in California. The CGPU Sustainability + Natural Environment Element includes policies to encourage resource recycling and proper land use compatibility planning to protect mineral resources. The CGPU EIR determined that given minerals being located in Open Space lands under the CGPU and the current regulatory framework and supportive policies, any potential impacts on mineral resources will be reduced to a level of less than significant.

Analysis of the Proposed Project

The Project site and surrounding area are located in MRZ-1, where available geological information indicates that little likelihood exists for presence of significant mineral resources. The Project site is located in a largely developed area of the city, with the exception of vacant lands to the south and southeast. There are no mining land uses or activities in the Project vicinity. Under either the existing or proposed land use designation, the site will be developed as an urban use and no mining activity is allowed. Given the Project site location in the MRZ-1 and existing CGPU policies and state laws to protect mineral resources elsewhere, no impact on mineral resources would occur on the Project site regardless of the land use designation.

Implementation of proposed Project would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in the EIR. Overall impacts are expected to the same as those previously identified in the EIR. Therefore, implementation of the proposed GPA and ZC would not result in any new adverse impacts or increase the severity of previously identified significant impacts in the Certified EIR.

3.12. NOISE

Summary of Findings in the EIR

<u>Ambient Noise Levels and Noise Standards</u>
Automobile traffic is the most significant source of noise in Coachella, according to the CGPU EIR. Based on the noise modeling results, by the year 2035, peak noise levels along I-10, SR-86S, Dillon Road, as well as certain segments of Grapefruit Boulevard and Avenue 52, are expected to exceed 75 dBA CNEL. Peak noise levels along all modeled segments are expected to exceed 70 dBA CNEL, with the 65 dBA CNEL contour expected to extend over 100 feet from the centerline of all modeled roadways, including Avenue 50 in the Project area. Sensitive uses near these roads, including residences and parks, are expected to be exposed to noise levels exceeding the City's 65 dBA CNEL exterior noise standard for residential uses.

Under the CGPU, development activities including construction would expose noise-sensitive receptors to substantial temporary or periodic ambient noise increases. The CGPU Noise Element Policy 2.2 requires the City to "Minimize stationary noise impacts on sensitive receptors and noise emanating from construction activities, private development/residences, landscaping activities, night clubs and bars and special events." Implementation of the CGPU policies and enforcement

of the City's Noise Ordinance, would ensure that construction noise impacts do not create a significant adverse effect on sensitive receptors.

The CGPU Noise Element contains policies that require noise analysis and mitigation for new development/redevelopment, and traffic calming measures where roadway noise exceeds the normally compatible range established in the CGPU. Stationary noise sources will be subject to the Municipal Code provisions (Title 7 Noise Control). The EIR determined that while future development may increase ambient noise levels, implementation of the CGPU policies and Municipal Code will ensure the noise levels would not exceed the City's adopted noise standards, and impacts would be less than significant.

Groundborne Noise and Vibration

Development under the CGPU would involve construction activities at discrete locations in the City, and vibration from such activity may impact existing buildings and their occupants if they are located close enough to the construction sites. The Coachella Municipal Code Section 7.04.030 forbids any person to "make, continue, or cause to be made or continued, within the city limits, any disturbing, excessive, or offensive noise or vibration which causes discomfort or annoyance to any reasonable person of normal sensitivity residing in the area or that is plainly audible at a distance greater than fifty (50) feet from the source's point for any purpose." While daytime construction noise is exempt from the City standards, construction vibration impacts are subject to City review during the building permit process. The EIR determined that the CGPU policies that reduce impacts from auto traffic-related noise would also reduce impacts from auto traffic-related vibration. Vibration levels from trains would continue to be intermittent, and would not increase significantly as a result of the CGPU. Overall, the EIR concluded that development under the CGPU would be subject to the City's standards and review process, which will ensure that such development would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. Impacts would be less than significant.

Airport Noise

The Jacqueline Cochran Regional Airport is the only public or private airport within two miles of Coachella. The current and future (2025) noise contours from Jacqueline Cochran Regional Airport barely fall within the City limits. The land use designation for areas within the airport's land use plan will be comprised of 70 to 90 percent industrial and up to 20 percent Suburban Retail District, consistent with land uses allowed for each airport compatibility zone. Neither of these designations allow residential uses or other noise-sensitive receptors, and development of these areas would therefore not expose noise-sensitive receptors to excessive noise levels from the airport. The EIR concluded that impacts would be less than significant given the land use distribution under the CGPU and implementation of relevant CGPU policies.

Analysis of the Proposed Project

Under the existing "Industrial District" designation, the site could develop a mix of industrial and service-related uses. The proposed GPA/ZC could potentially result in a residential development with up to 507 units on the site, or include a mix of commercial, office and professional services. As discussed in Section 3.16, maximum buildout of the proposed GPA would increase daily and

AM peak hour trips compared to the existing designation by about 31% and 78%, respectively. The increased traffic may lead to increase in long-term noise levels on the surrounding streets. However, comparing the industrial use to a residential use, the proposed GPA may generate lower noise levels than buildout under the existing designation due to more stringent noise level restrictions for residential uses, which are considered sensitive noise receptors.

Construction noise would be expected to be similar under both the current and proposed land use designations, insofar as both will result in construction of the entire site. Construction activities associated with future build out of the project site would be required to comply with the City's allowable construction hours (Municipal Code Section 7.04.070) and would also be temporary in nature. Therefore, the construction noise impacts are considered to be less than significant given their occurrence during less sensitive daytime hours and short duration, consistent with the conclusions of the CPGU EIR. Buildout of the project site will be subject to the same CGPU policy on minimizing stationary noise impacts and the City's review on potential vibration impacts during the building permit process. Therefore, construction-related noise and vibration resulting from future buildout of the project site would not result in any new impacts or increase the severity of a previously identified significant impact previously analyzed in the EIR.

Operational activities would be limited to commercial, office and or residential activities that are not expected to generate excessive long-term noise or vibration. Operational noise is subject to the City's noise ordinance requirements and is expected to be less than significant and less than that of buildout of the site under existing conditions, which would consist of primarily of industrial and commercial uses. Long-term operation of residential uses and or mixed commercial uses would not result in any new impacts or increase the severity of a previously identified significant impacts as previously analyzed in the EIR.

The site is currently surrounded by industrial uses and vacant lands. The primary noise sources in the Project area are traffic noise from Avenue 52 and Grapefruit Boulevard. According to the EIR Table 4.10-5 Coachella Land Use/Noise Compatibility Matrix, normally compatible exterior noise levels for multi-family residential land uses is up to 70 dBA CNEL. The EIR determined that noise levels (unmitigated) on Grapefruit Boulevard between Avenue 52 and Tyler Street would be 70 dBA CNEL at 109 feet from centerline, and on Avenue 52 from Grapefruit Boulevard to Enterprise Way would be 70 dBA CNEL at 138 feet from centerline (EIR Table 4.10-4; Industrial Way was not included in the model). The project site is approximately 160 feet east of Grapefruit Boulevard and 580 feet south of Avenue 52. Therefore, noise levels on the project site from these major roadways are expected to be below the City's standard.

The site in not located in proximity to a private air strip and is well outside of Jacqueline Cochran Regional Airport's noise contours. The Project site is immediately east of the railway that runs along the east side of Grapefruit Boulevard, which could expose future residents to intermittent but potentially excessive noise and vibration levels if not properly mitigated. The City requires development projects adhere to the existing regulations and CGPU policies to reduce and mitigate potential noise impacts, including the preparation of site-specific noise analysis prior to obtaining development permits. Adherence to City standards and review requirements would

ensure that future development of the site would not expose persons to or generate excessive groundborne vibration.

Overall, build out of the proposed Project will result in impacts that are comparable to what was analyzed for the CGPU EIR, and with the implementation of CGPU policies and Municipal Code, will remain less than significant.

3.13. POPULATION, EMPLOYMENT, AND HOUSING

Summary of Findings in the EIR

Population Growth

Between 2005 and 2010, Coachella's population increased by nearly one-third from 30,879 to 40,704. The City population is projected to grow to 135,000 by 2035. In 2010, there were 9,903 housing units, of which 8,998 were occupied. On average, 4.51 persons were living within each occupied housing unit, which is higher than the statewide (2.96) and countywide averages (3.2) and indicates an overcrowding issue. At the time of preparation of the EIR, the City had five vulnerable communities as defined by SB 244, including Vista Santa Rosa south of the Project site.

The City had approximately 5,831 jobs, with the largest job sector in agriculture (29.7%). In 2012, the City had a higher unemployment rate (20.0%) than neighboring communities (7.6% for Palm Desert, 13.8% for Indio),county (12.7%) and state (11.0%) averages. The City has aligned its goals with the conservation of agriculture lands to ensure a stable agricultural economy.

Southern California Association of Governments' (SCAG) 2012 RTP/SCS forecasts that the City will have a population of 128,700 in 2035, which is approximately 4.9 percent less than the CGPU population projections but considered reasonably similar. As projected by SCAG, population growth in the City is imminent and will result in a substantial change of size of the City. The CGPU was prepared in response to such trends to guide development to accommodate the population increase. While the CGPU would induce growth relative to economic expansion, population growth, and encroachment into open space, it also presents a comprehensive program for managing growth in Coachella so as to minimize inappropriate development patterns and environmental impacts. Due to the general consistency of the City's long term population with regional forecasts, and the comprehensive program of policies meant to manage this growth, the EIR determined that impacts related to population growth would be less than significant.

Displacement of Housing

The CGPU does not propose displacing housing or people. However, the vulnerable communities might be subject to displacement because their uses are generally unpermitted and may offer greater economic returns to landowners as the City grows. The EIR projected that near 45,0000 new housing units will be developed, which can absorb any displaced population and offset the impacts. The CGPU will facilitate proper construction of housing and adequate infrastructure, which many of the vulnerable communities are lacking, and their residents would benefit from improved living conditions.

The City's existing Housing Element includes comprehensive policies to accommodate population growth while also protecting affordable housing needs for vulnerable populations such as farmworkers and low-income residents. The upcoming Housing Element updates are expected to expand existing housing options and provide further support for affordable housing. The EIR determined that impacts would be less than significant regarding displacement of housing or people, due to existing protections under law, and the CGPU's policies and programs.

Analysis of the Proposed Project

Under the existing "Industrial District" designation, buildout of the site would not generate new population or housing. The proposed GPA/ZC would allow a maximum residential density of 65 DU/AC and a buildout potential of 507 units for the site. According to 2022 California Department of Finance data, the City of Coachella has an average of 4.25 persons per household.[3] Maximum buildout of the site would increase the population by 2,155 persons under the proposed land use designation. The proposed GPA would increase the City's previous buildout population from 135,000 to 137,155, which is 7,855 more residents, or 6% more growth than SCAG's most recent forecast (129,300 by 2045). According to the EIR, the SCAG forecast represents a more reasonable projection, while the CGPU buildout is based on the maximum capacity; therefore, both population projections are considered generally similar and consistent with each other.

Implementation of the proposed Project would not result in any new significant impacts or increase the severity of a previously identified significant impact as previously analyzed in the EIR. The purposed General Plan Amendment would expand the City's housing stock compared to existing conditions. The site is vacant and will not displace any existing population or cause a need for additional housing elsewhere. The site is not located near a designated Disadvantaged Unincorporated Community per SB 244.

In summary, implementation of the proposed GPA/ZC would not result in any new adverse impacts or increase the severity of previously identified significant impacts in the EIR.

3.14. PUBLIC SERVICES

Summary of Findings in the EIR

Fire Protection

The City of Coachella contracts with Riverside County Fire Department (RCFD) for fire and emergency services. The RCFD is administered and operated by the California Department of Forestry and Fire Prevention under an agreement with the County of Riverside. The Coachella Fire Service is a "Full Service" agency, providing fire protection, emergency medical, emergency management, and public assistance services to citizens within its jurisdiction. At the time of the EIR, the CGPU Planning Area was served by two fires stations, Battalion 6 Coachella Fire Station #79 that serves the incorporated City and the City of Indio Fire Station that serves in

[3] E-5 City/County Population and Housing Estimates, California Department of Finance, January 1, 2022

unincorporated areas of the Planning Area. The existing fire stations have current response times longer than five minutes, and a service population ratio of 0.4 firefighter people per 1,000 residents. The requirement for level of service times is less than five minutes, and a ratio of 1.0 firefighter people per 1,000 residents as outlined in the City of Coachella Fire and Emergency Master Plan (2007). Therefore, the City is currently under-serving its residents.

The CGPU would facilitate development and population growth that generates a higher demand for increased fire stations throughout the Planning Area. The City of Coachella Fire and Emergency Medical Services Master Plan (2007) identified a need for at least three additional fire stations to be added in the southern and western portion of the Planning Area, where the majority of urban development is anticipated.

The CGPU calls for increased level of service and fire protection facilities along with conscious development and adequate land use allocation to reduce adverse impacts on fire protection facilities. The CGPU also contains policies in multiple elements to address potential impacts from public service buildings, including fire stations, through sustainable site design, energy conservation efforts, noise compatibility, and development impact review. The EIR determined that impacts regarding fire protection facilities would be less than significant.

Law Enforcement

At the time of the EIR, the City of Coachella Police Department operated a substation from the Riverside County Sheriff's Department located at 82-695 Dr Carreon Boulevard. The City's Police Department operated out of a single facility with response times of about three minutes for emergency calls. The Riverside County Sheriff's Department served the unincorporated portion of the Planning Area.

In 2012, the City's Department had 36 sworn officers and two non-sworn personnel for a total of 38 positions. 24 officers were dedicated to the patrol division with the remaining deputies dedicated to special assignments such as the Community Action Team (C.A.T.), a School Resource Officer, along with Gang and Narcotics Enforcement. The Coachella Police Department divides the City into three geographical patrol districts (beats).

Coachella was operating at a service ratio of 0.64 sworn officers per 1,000 residents, under the recommendation of 1.3 staff per 1,000 residents in the Riverside County Department of Fire and Emergency Service Master Plan. The CGPU would facilitate population growth and generate additional demand for law enforcement services. The CGPU included a well-connected street pattern which would help resolve potential issues with slow response times. The Infrastructure + Public Services Element contains policies that require new police service is added concurrently with development to ensure new growth does not impact service level. According to the EIR, development of additional law enforcement facilities should undergo a development review to assess and mitigate potential negative impacts from any project. The EIR determined that impacts regarding police facilities and service levels would be less than significant.

Schools

The Planning Area is served by Desert Sands Unified School District (DSUSD) and the Coachella Valley Unified School District (CVUSD). DSUSD covers the north and northwest portions of the Planning Area, which is served by one elementary, middle, and high school. The majority of the Planning Area is located within the CVUSD boundaries. CVUSD operated 14 elementary (K-6) schools, 3 middle schools (7-8) and 3 high schools (9-12), with three other schools in the planning stages at the time of the CGPU EIR.

Buildout of the CGPU would create demand for additional schools serving all ages. The CGPU Community Health + Wellness Element encourages increased level of service for schools, and the Land Use + Community Character, Sustainability + Natural, and Infrastructure + Public Services Elements include siting, design, and operation principles to avoid and mitigate potential environmental impacts associated with new school facilities. The EIR concluded that impacts on schools would be less than significant with the implementation of CGPU policies.

Parks

The CGPU Planning Area has 60.2 acres of developed parks and 109 acres of parkland and open space. At the time of the EIR, the Planning Area was deficient in parkland by 61.91 acres and did not meet the ratio of three acres of parkland per 1,000 people. Buildout of the CGPU would require an additional 333.8 acres of parkland to serve the 135,000 population at the 3 acres/1,000 people ratio.

The CGPU Sustainability + Natural Environment calls for the provision of new parkland concurrent with new development and ensures adequate levels of park service. Park development and maintenance may cause environmental impacts. Multiple CGPU elements contain policies to reduce these potential impacts, including desert friendly landscaping, energy efficient lighting, joint facilities with school play yards, and reclaimed water use for maintenance. The CGPU also calls for parks and open space to be designed to preserve sensitive habitat communities, be built in flood zones to reduce structure impacts from flooding, and offer a trail system to use alternative modes of transportation. The EIR determined that impacts from new or expanded park or open space facilities would be less than significant.

Medical Core

There are seven medical facilities in the region that provide routine health services to the Planning Area, including Desert Hospital in Palm Springs and John F. Kennedy Memorial Hospital in Indio. The CGPU would facilitate population growth and could require additional hospital and medical facilities to maintain existing levels of service. Multiple elements in the CGPU contain policies that call for the increase of medical services, as well as sustainable development practices to reduce impacts from medical facilities. The EIR determined that based on the scaled development of medical facilities and implementation of the CGPU policies, impacts from construction and maintenance of additional medical facilities would be less than significant.

Analysis of the Proposed Project

The site would develop with industrial type uses under the existing land use designation. The proposed GPA/ZC would allow for a mix of office professional, commercial, retail, and multi-

family residential uses with the potential to develop up to 507 units. While the GPA would change the type of development and potentially generate new population onsite, the proposed "Urban Employment Center" designation is an existing CGPU land use analyzed in the EIR. Under either designation, development of the Project site would be subject to CGPU policies and review by fire and police departments to ensure adequate safety design. The maximum buildout of the GPA would result in 2,155 more residents, which is equivalent to approximately 1.6% of the CGPU buildout population. Future project(s) would be required to pay development impact fees to contribute its fair share toward public facilities and schools. Payment of these fees and compliance with CGPU policies and other regulations would ensure potential impacts on public facilities remain less than significant as a result of the GPA. Overall, implementation of the proposed land use designation changes would not result in any new adverse impacts or increase the severity of previously identified significant impacts in the EIR.

3.15. RECREATION

Summary of Findings in the EIR

The CGPU EIR included a brief discussion of recreation in Section 4.15 Public Services. At the time of the EIR, the City of Coachella was experiencing a deficiency in community trails and recreational facilities. The CGPU Planning Area had no recreational trails or bike trails. Regional parks near the City of Coachella include Coral Mountain Regional Park and Lake Cahuilla County Park, a regional park containing approximately 710 acres of open space and campgrounds, hiking trails, swimming pools, showers, restrooms, picnic facilities, and access to Lake Cahuilla.

The Coachella Valley Community Trails Alliance, with funding from the County of Riverside Department of Health, envisioned a regional trail system and was developing an Urban Trails and Bikeways map for the entire Coachella Valley. Recreational facilities in the Planning Area includes the Coachella Valley Boxing Club, Jack Delgado Karate Club, and Eleanor Shadowen Senior Citizen Center. Non-governmental organizations offering recreational programs and services in the Planning Area include the Boys and Girls Club of Coachella, the Esperanza Youth and Family Center, churches, and Parent-led Sports Programs.

As discussed for parks, development under the CGPU would demand additional recreational facilities. The CGPU Community Health and Wellness Element calls for joint use with schools, and co-location of parks and schools to encourage efficient use of recreational facilities. The CGPU Sustainability + Natural Environment Element encourages new recreation centers and diverse recreation programs, and establishment of a multi-use trail along the Coachella Canal and Whitewater River as well as other active recreational areas. The policies requiring sustainable design and siting principles for parks also apply to future recreational facilities. According to the CGPU EIR, recreation was analyzed under parks and similar to overall park facilities, impacts from new or expanded recreational facilities would be less than significant.

Analysis of the Proposed Project

The project site is currently vacant with sparse desert vegetation. The maximum buildout of the GPA would result in 2,155 more residents, which is equivalent to approximately 1.6% of the CGPU buildout population. The required one-time fee (per unit) for future development projects will go toward park and recreation services community-wide under the City's Quimby Ordinance 868. Future residential projects are expected to provide onsite amenities including, but not limited to, open space, pools, or tot lots. Overall, implementation of the proposed changes to the site's land use designation would not result in any new adverse impacts or increase the severity of previously identified significant impacts in the Certified EIR.

3.16. TRANSPORTATION

Summary of Findings in the EIR

Coachella's existing transportation network consists of the regional highway system, the local street system, local and regional transit routes, and bicycle/pedestrian facilities. Interstate 10 provides regional access, while State Route 86, 86S, and 111 also connect to neighboring cities.

Roadway Congestion

The General Plan Mobility Element identifies thirteen street types in the City that are classified based on their functional capacity and other characteristics, such as cross-section, bicycle and pedestrian facilities, and parking facilities. Street typologies include Country Road, Major Arterial, Primary Arterial, and Collector, Suburban Residential With Parking, Urban Residential With Parking, Local Industrial Street, Industrial Collector, and Urban Street 2-Lane or 4-Lane.

Level of Service (LOS) are letter grades from A (minimal delay) to F (excessive congestion) that describe the performance of a roadway or intersection. The City considers an allowable threshold of LOS D for intersections and roadway segments in Coachella.

At the time the EIR was drafted, the segment of Avenue 52 closest to the Project site (west of SR-86 S) was carrying a volume of 7,500 vehicles per day and operating at a LOS C or better. The intersection of Harrison Street and Avenue 52, approximately one mile west of the Project site, was operating at LOS F during PM peak hour.

Level of Service Standards

In the City of Coachella, Interstate 10 (I-10) and State Route 86 South (SR 86S) are within the jurisdiction of the Riverside County Congestion Management Program (CMP). According to the EIR, eight intersections were projected to operate at a level worse than LOS D at CGPU buildout, the closest one to the Project site being Harrison Street & Avenue 52. Ten roadway segments were projected to operate at a level worse than LOS D at CGPU buildout, and the nearest segment to the Project site is Harrison Street (north of Avenue 52). Mitigation measures in the EIR require physical improvements at intersections including Harrison Street & Avenue 52 and expansion of Avenue 52. Implementation of the mitigation measures, supplemented by multiple policies in the Land Use and Mobility Elements, would ensure all intersections and roadway segments operate

at LOS D or better at CGPU buildout, except several segments of SR 86S. The EIR projected that development under the CGPU and in areas out of the City will result in LOS E during peak hours for I-10 and LOS F for SR 86S. While the CGPU Mobility Element provides policies to encourage multi-modal transportation for regional travel, these regional impacts cannot be fully mitigated and would be significant and unavoidable. Full mitigation would require widening of I-10 and SR 86S, which are not provided in the Long Range Transportation Plan by Southern California Association of Governments or other planning documents.

Air Traffic Patterns

The General Plan will have no direct or indirect impacts upon any existing air facilities. The Jacqueline Cochran Regional Airport Land Use Plan is fully incorporated in the CGPU. Therefore, the EIR determined impacts on air transportation will be less than significant.

Traffic Hazards

The CGPU Mobility Element and Health Element provide policies on design of transportation facilities to limit hazardous conditions, including policies for pedestrian and cyclist safety, traffic calming and the pedestrian network. Given the EIR provides mitigation measures to limit congestion during peak hours, and the roadway network will be expanded to serve all areas of City, the EIR determined that implementation of the CGPU would not impede access by emergency vehicles. Impacts would be less than significant.

Non-Motorized Transportation

The SunLine Transit Agency provides transit service in Coachella, including Routes 1, 6, 8, and paratransit with pickup and drop-off within ¾ miles of a bus route. The nearest bus stop to the Project site is near the intersection of Harrison Street and Avenue 52, served by Route 8.

At the time of General Plan Update, the City had a limited bicycle network mainly in shared on-road facilities. Sidewalks are generally well-connected in the residential and commercial areas but are uncommon in industrial and agricultural areas such as the immediate project area. There are currently no sidewalk improvements in the immediate vicinity of the project site.

Summary of Impacts

Implementation of the CGPU will increase Citywide population and housing, thereby creating additional vehicular trips. The EIR traffic analysis studied roadway segments and intersections of streets classified as arterials. Under 2035 conditions (CGPU buildout), eight intersections and ten roadway segments were projected to operate at deficient LOS (LOS E or F). None of these impacted facilities are located in the immediate Project site vicinity.

To mitigate for deficient LOS, the city would update the Development Impact Fee program to provide funding for physical improvements at various intersections and roadway segments. However, several segments of State Route 86 South would continue to operate at LOS E or F near Airport Boulevard. Because these facilities serve both local and regional traffic and are impacted by growth in and out of Coachella, full mitigation is beyond the scope of the CGPU EIR and impacts remain significant and unavoidable.

The CGPU Mobility Element provides policies to encourage development of transit, bicycle, and pedestrian facilities. The proposed roadway network would provide nearly 200 miles of in-street bicycle lanes and over 50 miles of off-street facilities. Sidewalks will be required according to proposed cross-sections in the Mobility Element. These City facilities complement the Coachella Valley Association of Governments' Regional Non-Motorized Plan. The EIR determined impacts on alternative transportation would be less than significant.

Analysis of the Proposed Project

The GPA would allow a buildout potential of up to 507 units on the 7.8-acre site. Using the ITE Trip Generation Manual, 10^{h} Edition daily rate of 5.44 trips per multi-family unit (mid-rise), maximum buildout of the GPA would generate 2,759 daily trips. For analysis purposes, it is assumed that under existing conditions the site would be developed with 200,000 square feet of industrial uses. Using the Manual's daily rates of 4.96 trips per thousand square feet, the site buildout under existing conditions would generate a total of 992 daily trips. As shown in the table below, the GPA would increase daily traffic trips when compared to existing conditions.

Table 8
Trip General Comparisons

Buildout Scenario	Land Use	Trip Rate per Unit	Unit	AM Peak Total	PM Peak Total	Daily
Existing	General Light Industrial (ITE 110)	4.96	200 (TSF)	140	126	992
GPA Max Buildout	Multi Family Homes Mid-Rise (ITE 221)	5.44	507 (DU)	183	224	2,759
			GPA Variance from Existing	**43**	**98**	**1,767**
			Increase	**30.7%**	**77.7%**	**178.1%**

The nearest roadway segment and intersection to be impacted by buildout of the CGPU is Harrison Street and Avenue 52 (LOS F at buildout, segment north of Avenue 52 LOS F) located approximately 1.1 miles northwest of the Project site. The proposed GPA is not expected to significantly deteriorate LOS previously projected for the roadways and intersections near the Project site as compared to the existing conditions analyzed in the EIR. The EIR set forth mitigation measures to address these LOS deficiencies as the CGPU buildout, including the developed of a Development Impact Fee (DIF) program that provides for the implementation of all the roadway improvements identified in the CGPU. Future development of the Project site will be required to pay its fair share in impact fees (DIF), which will be determined at the time of project-level review. With implementation of the physical improvements outlined in the CGPU, intersections and roadway segments in the Project area are expected to operate at acceptable LOS. As such, the GPA/ZC would not result in any new significant impact nor significant increase in the severity of impacts disclosed in the EIR and would not require any new mitigation measures.

Avenue 52 is designated as a major arterial with bicycle facility, and Industrial Way is a non-designated local street. Currently, there are no bus lines serving Avenue 52 in proximity to the

Project site. The nearest bus stop is located at the intersection of Harrison Street and Avenue 52, approximately 1.1 miles west. There are no sidewalk improvements on Industrial Way along the Project site frontage. Regardless of the designation for the Project site, future development will be required to improve Project frontages to meet City standards including sidewalks and bicycle facilities. The proposed GPA/ZC will not result in any new impact as compared to the existing conditions analyzed in the EIR.

Neither the existing or proposed designation would result in land uses that could cause substantial safety risks for or from air operations. The proposed GPA/ZC would allow multi-family residential developments up to five stories consist with the existing allowable height of 50 feet under. No impact would occur on air traffic patterns. Regardless of the designation, future development on the Project site is subject to current state and federal regulations and standards applicable to roadway design, police protection and fire department access. The proposed GPA/ZC would not result in any new impact on emergency access compared to those identified in the EIR. Impacts would be less than significant.

3.17. UTILITIES AND ENERGY

Summary of Findings in the EIR

At the time of preparation of the CGPU EIR, Energy was not a standalone topic required by the CEQA guidelines. The EIR analyzed energy consumption and efficiency under the Public Utilities section. Water, wastewater, and storm drain facilities and capacities are discussed in Section 3.17.

Natural Gas and Electricity Consumption

The City of Coachella is served by the Imperial Irrigation District (IID) for electricity. In 2010, the Citywide electricity usage was 220,782,340 kWh including residential, commercial, industrial, public, agricultural, and outdoor/street lighting sectors, and was expected to increase to 1,099,608,548 kWh in 2035.

The Southern California Gas Company (SoCalGas) provides natural gas to the City. Citywide natural gas usage in 2010 for residential, commercial, industrial, and public sectors was 3,823,723 therms, and was expected to increase to 17,009,166 therms by 2035.

Energy Efficiency

The CGPU would increase energy demand, as the Planning Area population is projected to triple from 40,000 to 135,000 at buildout. The CGPU contains multiple planning strategies and policies to address energy efficiency, including street layout in the Land Use Element, building types and various construction, energy performance and design policies in the Sustainability + Natural Environment Element. The City's Climate Action Plan provides additional measures on energy efficiency and conservation through multiple approaches including water conservation.

According to the EIR, implementation of CGPU policies and CAP measures will achieve energy savings of 174,028,014 kWh for electricity and 1,921,802 therms for natural gas in 2035, which

represent a per capita decrease of 1,289 kWh and 14 therms per year, respectively. The EIR concluded that the City will be able to increase energy efficiency and avoid wasteful use of energy. Impacts would be less than significant.

Table 9
Annual Electricity and Natural Gas Use Projections

	2010	2035
Electricity (kWh)	220,782,340	1,099,608,548
Potential reduction	-	174,028,014
Natural Gas (Therms)	3,823,723	17,009,166
Potential reduction	-	1,921,802

Source: Table 4.14-3 and Section 4.14 of the CGPU EIR.

Natural Gas, Electricity, and Telecommunication Infrastructure

Buildout of the Coachella General Plan Update through 2035 will demand expansion of natural gas, electricity, and telecommunication infrastructure to meet increasing needs from population growth in currently expanding and undeveloped areas. Expansion of utility infrastructure may result in impacts related to disruption to wildlife migration patterns and birds' flight path, aesthetic views of visual resources, reductions in level of service from disasters, and leaks or damages in infrastructure from earthquakes or other natural disasters. However, the CGPU Infrastructure + Public Services Element provides planning strategies to reduce these impacts, including utility line undergrounding, utility siting standards, co-location of facilities and transmission corridors. The EIR concluded that impacts related to infrastructure would be less than significant with the incorporation of CHPU policies on utility standards maintenance.

Landfills and Solid Waste Regulations

The City of Coachella contracts with Burrtec to provide regular trash, recycling, and green waste pickup. Municipal solid waste generated in the City of Coachella is taken to the Coachella Valley Transfer Station, located on Landfill Road east of Dillon Road and north of Interstate 10.

The CGPU will facilitate population growth and result in solid waste generation of up to 131,800 tons per year by 2035. The CGPU Infrastructure + Public Services Element contains policies and strategies on waste management, including greener waste management practices, public education and zero waste policies. The CGPU policies will not conflict with the regulatory framework for solid waste, and future projects under the CGPU will be required to comply with the applicable regulations on solid waste. The EIR determined that based on the landfill capacities and projected growth and policies under the CGPU, impacts on landfills and solid waste regulations would be less than significant at CGPU buildout.

Analysis of the Proposed Project

Electricity and Natural Gas Consumption and Efficiency

Under both existing and proposed buildout scenarios, there will be electricity demand during construction, which would vary during the different construction phases. Electricity demand comes from outdoor security and worksite lighting, operation and charging of electronic equipment, and powering a temporary worksite office or trailer. Such electricity demand would be temporary, nominal, and would cease upon the completion of construction under both the existing land use designation and the proposed Project.

Development of the Project site under any buildout scenario typically would not involve the consumption of natural gas during construction. Construction would, however, involve installation of new natural gas connections to serve the Project site, and would be required under both buildout scenarios. The use of natural gas during construction would not be wasteful, inefficient, or unnecessary.

During operation of either land use buildout scenario, electricity will be used for multiple purposes, including but not limited to air conditioning, lighting, electronics, refrigeration, and other kitchen appliances. Demand for natural gas would come from heating and cooking. According to the CalEEMod outputs prepared for both buildout scenarios, operation of the existing land use designation at buildout will consume 1,984,000 kWh of electricity and approximately 64,675 therms per year. Maximum buildout of the site under the proposed land use designation would consume 2,007,730 kWh of electricity and approximately 72,935 therms of natural gas per year. However, new residential buildings are required to be constructed zero net energy (ZNE) after 2020 under the 2019 California Building Code, while nonresidential buildings are required to be constructed ZNE after 2030. Therefore, buildout of the proposed GPA/ZC would likely result in lower net energy consumption than under the existing conditions. The Project will not exceed, and will most likely reduce the severity of impacts previously analyzed in the EIR, and therefore impacts are less than significant.

Transportation Energy

During construction, gasoline and diesel fuels would be the primary energy source consumed by construction equipment, material hauling vehicles, and worker commutes. It is assumed that construction equipment would consume primarily diesel fuel, while worker commutes would consume primarily gasoline traveling to and from the Project area in their private vehicles. It is expected that most construction workers will live locally, which would minimize the need for long commutes and limit fuel consumption. Overall, petroleum and diesel use during construction would be temporary and minimal and would not be wasteful or inefficient.

During operation, the Project would generate vehicle trips to and from the Project site that demand petroleum-based fuels. According to the CalEEMod outputs prepared for both buildout scenarios and using trip generation rates for each buildout scenario as shown in Section 3.16, maximum buildout of the site under the proposed land use designation has the potential to generate 5,865,015 vehicle miles traveled (VMT), which is 2,605,583 miles higher compared to operation of the site under existing conditions (3,259,432). Future technology advancements and

more stringent regulations on vehicle fuel efficiency will decrease the energy intensity per VMT, which will help reduce transportation energy consumption. The Project is not expected to result in new impacts or increase the severity of impacts previously analyzed in the EIR, and would have less than significant impacts on transportation energy.

Natural Gas, Electricity, and Telecommunication Infrastructure

It is expected there are underground facilities within the public right-of-way surrounding the Project site, and local connections will be provided during future development of the site. As discussed, the future residential projects will be constructed to be zero-net-energy (ZNE) in accordance with 2019 California Green Building Code. Future projects are not expected to demand new or expansion of utility infrastructure other than onsite connections. Impacts will be less than significant and consistent with those identified in the EIR.

Landfills and Solid Waste Regulations

The CGPU EIR compared buildout waste generation to the permitted capacity of Lamb Canyon Landfill and Badlands Landfill. Both landfills are owned by the Riverside County, and had a combined remaining capacity of 27,042,950 cubic yards as of 2022.[4] The maximum buildout of the Project site under the proposed land use designation would generate 370.1 tons of solid waste per year, which is equivalent to 7,791.6 cubic yards per year and approximately 0.02% of the remaining capacity of the two landfills serving the City.[5] This has not taken into account the mandatory 50% diversion mandated by the California Integrated Waste Management Act of 1989. Commingled recyclable materials (e.g., paper, plastic, glass, cardboard, aluminum) will be transported to Burrtec's material recovery facilities for recycling and reuse. Although buildout of the proposed GPA would result in higher solid waste generation compared to the existing designation, it constitutes a marginal increase compared to the remaining capacity of regional landfills and will be reduced by mandatory recycling. Therefore, impacts on solid waste generation will be less than significant, similar to those identified in the EIR.

Table 10
Estimated Solid Waste Disposal at the Project Buildout

Land Use	Estimated Solid Waste Generation Rates*	Proposed	Solid Waste Disposal (pounds per day)	Solid Waste Disposal (tons per year)
Industrial (Existing designation)	5 lb./1,000 sq ft/day	200,000 sq ft	1,000	182.5
Multi-Family Residential (Proposed max designation)	4 lb./unit /day	507 units	2,028	370.1

[4] CalRecycle SWIS Facility/Site Activity Details. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368, accessed July 2022.

[5] Assumes that 1 CY of residential solid waste is equivalent to 95 lbs. "Volume to Weight Conversion Factors," US EPA Office of Resource Conversion and Recovery. April 2016.

*Estimated Solid Waste Generation Rates by CalRecycle,
https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed July 2022.

Burrtec is responsible for maintaining standards that assure that all waste is handled in a manner that meets local, state and federal standards. These requirements will assure that impacts associated with solid waste disposal remain less than significant and the GPA/ZC will not conflict with any regulation on solid waste. No new significant impact or increased severity of impacts would occur as a result of the Project compared to those analyzed in the EIR.

3.18. WATER SUPPLY AND WASTEWATER

Summary of Findings in the EIR

Water Supplies and Facilities

The Coachella Water Agency (CWA), a department of the City of Coachella, and the Coachella Valley Water District (CVWD) provide domestic water services to the City. The Coachella General Plan Update EIR conducted water supply and demand analysis based on the most recent water supply planning documents at the time of preparation, including the City of Coachella 2010 Urban Water Management Plan (UWMP), CVWD's 2010 Urban Water Management Plan, CVWD's 2010 Coachella Valley Water Management Plan Update (CVWMP) and its 2011 Subsequent Programmatic Environmental Impact Report for the 2010 CVWMP (SPEIR).

The City's 2010 UWMP was prepared during the economic recession, and thus contained very conservative demand projections. However, the water demands associated with the Coachella General Plan Update were analyzed in CVWD's 2010 CVWMP and its 2011 SPEIR. The 2010 CVWMP identifies programs and projects to ensure sufficient and sustainable water supply by CVWD and other water agencies to meet the needs of projected growth throughout the Coachella Valley, including the CGPU Planning Area, for the next 30 years and beyond.

According to the CGPU EIR analysis of the aforementioned documents, the Coachella Valley Groundwater Basin contains approximately 25 million acre feet of groundwater, and also additional storage space that will continue to be utilized for storage of millions acre feet of supplemental supplies that occur in normal and above-normal years. Therefore, based on the 2010 CVWMP and 2011 SPEIR, the EIR determined that the total projected water supplies available to the Lower Whitewater River Subbasin area during normal, single-dry and multiple-dry periods through 2045 are sufficient to meet current and projected water needs, specifically including the future water needs within the CGPU Planning Area. The CGPU incorporated elements of both the City and CVWD UWMP, including policies on indoor and outdoor water conservation and other sustainable design features. Pursuant to SB 610 and SB 221, future development projects under the CGPU above certain sizes will be required to prepare a Water Supply Assessment, and any future approval of a development agreement or tentative tract map within the City of Coachella and SOI that includes a subdivision must be conditioned on obtaining a Written Verification from the Coachella Water Authority. The CGPU EIR concluded that the CGPU would not substantially deplete groundwater such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, and potential impacts on groundwater levels and sufficient water supplies and entitlements would be less than significant.

The City of Coachella's Coachella Water Authority (CWA) is the water supplier for the entire City and SOI under the CGPU. The CWA maintains a close cooperation with CVWD on water supply planning and water conservation programs. The CGPU EIR analyzed potential impacts on water infrastructure from the demand-supply aspect. The CWA fully participates in the 2010 CVWMP and CVWD replenishment assessment programs, which established a comprehensive and managed effort to eliminate the overuse of local groundwater supplies. The CGPU EIR showed that the total projected water supplies available to the CWA will be sufficient to meet the water demand of CGPU buildout including from agricultural and manufacturing uses during a normal year, single-dry year, and multiple-dry year from 2010 to 2035. In light of the City's participation in the regional water planning and implementation of water conservation programs in public parks and the community, the EIR concluded that the CGPU will have less significant impacts on water supply and additional water facilities.

Wastewater Treatment Requirements

The Colorado River Basin Regional Water Quality Control Board (RWQCB) provides regulations on wastewater treatment within its jurisdiction, including the City of Coachella. The Valley Sanitary District and Coachella Sanitary District manage wastewater treatment facilities and implement regulations imposed by the Colorado River Basin RWQCB. The Coachella Sanitary District is required to conduct annual reporting to the RWQCB to monitor its treatment practices and ensure compliance with the regulations. The CGPU also contains policies to require adequate wastewater treatment capacity for new development before granting building permits, if necessary, through upgrades of additional facilities or construction of new facilities. These policies will ensure development under CGPU will not result in overuse of wastewater treatment facilities in a manner that exceeds requirements outlined by the applicable RWQCB regulations. The EIR concluded that this regulatory framework will ensure impacts on wastewater treatment are less than significant.

Wastewater Treatment Facilities

The majority of the CGPU Planning Area is served by the City's Sanitary District, and Valley Sanitary District (VSD) provides wastewater treatment to the remaining SOI area. According to the EIR, VSD had a treatment capacity of 11.0 million gallons per day (mgd) and a current treatment amount of 6.5 mgd. The Coachella Sanitary District's sole Wastewater Treatment Plant (WWTP) is located in the southern City on Avenue 54, with a current capacity of approximately 2 mgd. The Coachella Sanitary District (CSD) also operates a 12-acre Agricultural Wash Water Treatment Facility primarily to manage the flows from several agricultural processing facilities.

According to the EIR, buildout of the CGPU will require a wastewater treatment capacity of 18 mgd. Assuming CSD will serve the entire Planning Area, the buildout demand will necessitate construction of a new WWTP or expansion of the existing WWTP. While the new or expanded WWTP can have high potential to impact local waterways from new sludge and water discharge, the site development impacts of the WWTP would be similar to other development under the CGPU and were analyzed in the EIR. The CGPU contains policies to reduce potential impacts including service standards, sewer master plan, facility design, and fair-share costs. The City will assess the potential environmental impacts of new wastewater facilities on a project by project basis and develop necessary mitigation measures. Impacts on wastewater treatment facilities are

generally covered in the programmatic analysis of the EIR, and are considered less than significant.

Storm Drain Facilities

Coachella Valley Water District (CVWD) provides regional flood protection by intercepting and conveying regional flood flows through the Coachella Valley to the Salton Sea, including the City of Coachella. This regional stormwater conveyance system consists of the 50-mile Whitewater River/Coachella Valley Stormwater Channel (CVSC) and related tributary stormwater facilities. Portions of the CVSC has been channelized to handle flood flows of up to 80,000 cubic feet per second and the channel drains into the Salton Sea. As discussed in Section 3.9, the Whitewater River/CVSC is constructed to hold more than the 100-year flood volume within the City of Coachella, and is expected to adequately support stormwater drainage for development under the CGPU. However, site-specific and City-wide stormwater drainage facilities would be needed as development occurs. The Infrastructure + Public Utilities and Sustainability + Natural Environment Elements of the CGPU provide explicit direction to reduce impacts associated with local stormwater flows by requiring continual monitoring, maintenance, and concurrent upgrades to system capacity. Given the existing regional facility capacity and City policies including fair-share costs, development impacts fees, and monitoring that help prevent impacts related to inadequate capacity of stormwater drainage facilities, impacts of new or expanded stormwater drainage facilities under the CGPU are considered less than significant.

Analysis of the Proposed Project

Water Supplies and Facilities

According to the EIR, the CGPU Planning Area had a water demand of 8,709.5-acre feet (AF) in 2010, which is projected to increase to 27,276 AF in 2035. Using the California indoor water use performance standard of 55 gallons per day per occupant, maximum buildout of the site under Project conditions would demand approximately 118,511.25 gallons per day, or 132.75-acre feet per year. The maximum GPA buildout would represent less than 0.48% of the 2035 projected total water demand at CGPU buildout.

As noted above, the EIR determined that the Coachella Water Authority will have sufficient water supplies to meet projected water demand in the Planning Area through 2035 in a normal, single dry, and multiple dry year. Future projects are expected to connect to existing water lines in the site vicinity and will not otherwise demand new or expanded water facilities. Project impacts will be less than significant and similar to those identified in the EIR. No new or increase severity of impacts would occur.

Wastewater Treatment Requirements and Facilities

The City of Coachella 2015 Sewer System Master Plan evaluated the existing system capacity of Coachella Sanitary District (CSD), identified existing and future deficiencies as a result of future development through 2040, and recommended phased improvements.[6] The plan modeled sewer flows for various land uses in the City, including High Density Residential (0-20 DU/AC) at 2,400

[6] City of Coachella 2015 Sewer System Master Plan, June 2015.

gallons per day per acre (gpd/acre) and Light Industrial at 400 gpd/acre. To provide a conservative analysis of the proposed GPA buildout, it is assumed the site will generate wastewater at 7,200 gpd/acre or triple the High-Density Residential factor due to the higher maximum density, resulting in 56,160 gallons per day. According to the 2015 Sewer System Master Plan, the CSD WWTP on Avenue 54 had an existing capacity of 4.5 million gallons per day (MGD) in 2012 after completion of the Phase 2 expansion. The Plan modeled three scenarios: Existing, Intermediate, and 2040 to assess sewer system capacity. The site is currently served by Existing scenario infrastructure. The Intermediate scenario represented at least 50% sewer connections in the central and southwestern City. The 2040 scenario represented at least 50% sewer connections throughout the Sanitary District boundary, which is less than full service level at CGPU buildout. The Existing flow was modeled at approximately 2.54 MGD, the Intermediate flow at 8.72 MGD, and 2040 flow at 12.80 MGD. Because the Intermediate scenario exceeds the current WWTP capacity (4.5 MGD), CSD would need to plan for expansion to accommodate future development included in the Intermediate scenario. The plan recommended that the City perform a future evaluation of the WWTP capacity and consider its expansion depending on the growth rate of future development to accommodate future flows. Wastewater generated at maximum GPA buildout would constitute less than 1.3% of the current WWTP capacity. Regardless of the type of development on the site, the site would receive sewer service under the Intermediate scenario per the 2015 plan, and CSD would need to expand the WWTP capacity to meet service needs under the Existing scenario. Therefore, Project impacts on wastewater facilities are considered less than significant, and no new or increased severity of impacts would occur compared to those identified in the CGPU EIR.

Storm Drain Facilities

Under either the existing or proposed General Plan designation, development of the site will be subject to the same regulatory framework discussed in the EIR on drainage control and storm drain facilities. The City of Coachella Municipal Code Section 13.16.047 requires compliance with best management practices (BMPs) consistent with the California Stormwater Best Management Practice Handbooks or the Riverside County Stormwater Program's "Report of Waste Discharge". The Project will be required to submit a water quality management plan (WQMP) to the City engineer for approval prior to obtaining a grading or building permit (Municipal Code Section 13.16.340). These standard requirements will ensure that the Project will have less than significant impacts on the storm drain facilities. No new or increased severity of impacts would occur compared to those identified in the EIR.

3.19. WILDFIRE

Summary of Findings in the EIR

At the time the CGPU EIR was prepared, wildfire was not a standalone topic required by the CEQA Guidelines. The EIR included brief discussions of wildland fires under Section 4.6 Hazardous Materials and Section 4.15 Public Services. While the CGPU would facilitate new development that may increase community exposure to wildland fires, the EIR determined that careful planning under the CGPU and compliance with federal, state, and local agencies including the California Wildland Fire Coordinating Group, supplemented by CGPU policies that require fire suppression techniques and fire-resistant materials to reduce vulnerability of new structures to fire, impacts relating to wildland fires would be less than significant.

Analysis of the Proposed Project

The California Department of Forestry and Fire Protection (CalFire) has mapped areas of significant fire hazards in the state through its Fire and Resources Assessment Program (FRAP). There are no state responsibility areas or very high fire hazard severity zones in the City of Coachella and the surrounding areas. The nearest fire hazard severity zones are located miles away to the southwest, near the Santa Rosa Mountains and foothills. Under either the existing or proposed land use designation, buildout of the site would be subject to the same CGPU policies and fire department requirements on fire safety and emergency access. There would be no impact as a result of the proposed GPA/ZC relating to wildfires. No new or increased severity of impacts would occur compared to those identified in the EIR.

APPENDIX A:
CalEEMod Outputs

Industrial Way General Plan Amendment (GPA)
and Zone Change (ZC)

July 2022

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

Coachella EIR Addendum: Existing Conditions

Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	200.00	1000sqft	7.80	200,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	20
Climate Zone	10			**Operational Year**	2025
Utility Company	Imperial Irrigation District				
CO2 Intensity (lb/MWhr)	189.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Assumes 1.5 year buildout - 200,000 SF industrial use

Land Use - Assumes buildout of 200,000 SF industrial use.

Construction Phase - Assumes paving and arch coating will occur concurrently with building construction.

On-road Fugitive Dust - All roadways accessing the site are paved.

Vehicle Trips - Assumes trip generation rate for light industrial - heavy industrial assumes multiple light industrial uses less than 50,000 SF.

Road Dust - All roadways will be paved.

Construction Off-road Equipment Mitigation - Assumes adhearance to standard dust control measures per SCAQMD Rule 403.1

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	PhaseEndDate	10/6/2023	9/1/2023

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

tblConstructionPhase	PhaseEndDate	9/8/2023	2/10/2023
tblConstructionPhase	PhaseStartDate	9/9/2023	7/1/2023
tblConstructionPhase	PhaseStartDate	8/12/2023	1/1/2023
tblLandUse	LotAcreage	4.59	7.80
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblRoadDust	RoadPercentPave	50	100
tblVehicleTrips	WD_TR	3.93	4.96

2.0 Emissions Summary

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2552	33.1294	20.3995	0.0395	19.8076	1.6134	21.4210	10.1424	1.4843	11.6267	0.0000	3,831.7050	3,831.7050	1.1967	0.0943	3,862.8780
2023	64.0545	25.7526	34.8996	0.0623	1.0108	1.2214	2.2155	0.2719	1.1386	1.4061	0.0000	6,048.5652	6,048.5652	1.3480	0.0934	6,109.9598
Maximum	**64.0545**	**33.1294**	**34.8996**	**0.0623**	**19.8076**	**1.6134**	**21.4210**	**10.1424**	**1.4843**	**11.6267**	**0.0000**	**6,048.5652**	**6,048.5652**	**1.3480**	**0.0943**	**6,109.9598**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2552	33.1294	20.3995	0.0395	8.9963	1.6134	10.6096	4.5861	1.4843	6.0704	0.0000	3,831.7050	3,831.7050	1.1967	0.0943	3,862.8780
2023	64.0545	25.7526	34.8996	0.0623	1.0108	1.2214	2.2155	0.2719	1.1386	1.4061	0.0000	6,048.5652	6,048.5652	1.3480	0.0934	6,109.9598
Maximum	**64.0545**	**33.1294**	**34.8996**	**0.0623**	**8.9963**	**1.6134**	**10.6096**	**4.5861**	**1.4843**	**6.0704**	**0.0000**	**6,048.5652**	**6,048.5652**	**1.3480**	**0.0943**	**6,109.9598**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	51.93	0.00	45.74	53.35	0.00	42.63	0.00	0.00	0.00	0.00	0.00	0.00

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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	5.0438	1.8000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0438	0.0438	1.1000e-004		0.0466
Energy	0.1910	1.7368	1.4589	0.0104		0.1320	0.1320		0.1320	0.1320		2,084.1257	2,084.1257	0.0400	0.0382	2,096.5106
Mobile	4.5687	4.7650	39.7292	0.0846	8.5176	0.0605	8.5782	2.2712	0.0567	2.3279		8,607.3901	8,607.3901	0.3952	0.3948	8,734.9288
Total	**9.8035**	**6.5020**	**41.2084**	**0.0950**	**8.5176**	**0.1926**	**8.7102**	**2.2712**	**0.1888**	**2.4600**		**10,691.5595**	**10,691.5595**	**0.4353**	**0.4330**	**10,831.4861**

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	5.0438	1.8000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0438	0.0438	1.1000e-004		0.0466
Energy	0.1910	1.7368	1.4589	0.0104		0.1320	0.1320		0.1320	0.1320		2,084.1257	2,084.1257	0.0400	0.0382	2,096.5106
Mobile	4.5687	4.7650	39.7292	0.0846	8.5176	0.0605	8.5782	2.2712	0.0567	2.3279		8,607.3901	8,607.3901	0.3952	0.3948	8,734.9288
Total	**9.8035**	**6.5020**	**41.2084**	**0.0950**	**8.5176**	**0.1926**	**8.7102**	**2.2712**	**0.1888**	**2.4600**		**10,691.5595**	**10,691.5595**	**0.4353**	**0.4330**	**10,831.4861**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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	8/13/2022	8/26/2022	5	10	
2	Grading	Grading	8/27/2022	9/23/2022	5	20	
3	Building Construction	Building Construction	9/24/2022	8/11/2023	5	230	
4	Paving	Paving	1/1/2023	2/10/2023	5	30	
5	Architectural Coating	Architectural Coating	7/1/2023	9/1/2023	5	45	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 300,000; Non-Residential Outdoor: 100,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41

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

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
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	84.00	33.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

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	0.0851	0.0458	0.7017	1.4400e-003	0.1506	7.9000e-004	0.1514	0.0400	7.3000e-004	0.0407		145.6432	145.6432	4.5100e-003	4.2200e-003	147.0125
Total	**0.0851**	**0.0458**	**0.7017**	**1.4400e-003**	**0.1506**	**7.9000e-004**	**0.1514**	**0.0400**	**7.3000e-004**	**0.0407**		**145.6432**	**145.6432**	**4.5100e-003**	**4.2200e-003**	**147.0125**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

3.2 Site Preparation - 2022

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					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**8.8457**	**1.6126**	**10.4582**	**4.5461**	**1.4836**	**6.0297**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

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	0.0851	0.0458	0.7017	1.4400e-003	0.1506	7.9000e-004	0.1514	0.0400	7.3000e-004	0.0407		145.6432	145.6432	4.5100e-003	4.2200e-003	147.0125
Total	**0.0851**	**0.0458**	**0.7017**	**1.4400e-003**	**0.1506**	**7.9000e-004**	**0.1514**	**0.0400**	**7.3000e-004**	**0.0407**		**145.6432**	**145.6432**	**4.5100e-003**	**4.2200e-003**	**147.0125**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**7.0826**	**0.9409**	**8.0234**	**3.4247**	**0.8656**	**4.2903**		**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

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	0.0709	0.0382	0.5848	1.2000e-003	0.1255	6.6000e-004	0.1262	0.0333	6.1000e-004	0.0339		121.3693	121.3693	3.7600e-003	3.5100e-003	122.5104
Total	**0.0709**	**0.0382**	**0.5848**	**1.2000e-003**	**0.1255**	**6.6000e-004**	**0.1262**	**0.0333**	**6.1000e-004**	**0.0339**		**121.3693**	**121.3693**	**3.7600e-003**	**3.5100e-003**	**122.5104**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

3.3 Grading - 2022

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					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**3.1872**	**0.9409**	**4.1280**	**1.5411**	**0.8656**	**2.4067**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

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	0.0709	0.0382	0.5848	1.2000e-003	0.1255	6.6000e-004	0.1262	0.0333	6.1000e-004	0.0339		121.3693	121.3693	3.7600e-003	3.5100e-003	122.5104
Total	**0.0709**	**0.0382**	**0.5848**	**1.2000e-003**	**0.1255**	**6.6000e-004**	**0.1262**	**0.0333**	**6.1000e-004**	**0.0339**		**121.3693**	**121.3693**	**3.7600e-003**	**3.5100e-003**	**122.5104**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.0593	1.1567	0.5749	5.0200e-003	0.1658	0.0143	0.1801	0.0478	0.0137	0.0615		528.7452	528.7452	4.4300e-003	0.0746	551.0847
Worker	0.3971	0.2139	3.2748	6.7200e-003	0.7028	3.7100e-003	0.7065	0.1864	3.4200e-003	0.1898		679.6682	679.6682	0.0210	0.0197	686.0582
Total	**0.4564**	**1.3706**	**3.8497**	**0.0117**	**0.8686**	**0.0180**	**0.8866**	**0.2342**	**0.0171**	**0.2513**		**1,208.4134**	**1,208.4134**	**0.0255**	**0.0943**	**1,237.1429**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

3.4 Building Construction - 2022

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.0593	1.1567	0.5749	5.0200e-003	0.1658	0.0143	0.1801	0.0478	0.0137	0.0615		528.7452	528.7452	4.4300e-003	0.0746	551.0847
Worker	0.3971	0.2139	3.2748	6.7200e-003	0.7028	3.7100e-003	0.7065	0.1864	3.4200e-003	0.1898		679.6682	679.6682	0.0210	0.0197	686.0582
Total	**0.4564**	**1.3706**	**3.8497**	**0.0117**	**0.8686**	**0.0180**	**0.8866**	**0.2342**	**0.0171**	**0.2513**		**1,208.4134**	**1,208.4134**	**0.0255**	**0.0943**	**1,237.1429**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.0488	0.9533	0.5491	4.8500e-003	0.1658	7.3900e-003	0.1732	0.0478	7.0700e-003	0.0548		510.8860	510.8860	3.9700e-003	0.0716	532.3150
Worker	0.3670	0.1890	2.9887	6.5100e-003	0.7028	3.4700e-003	0.7063	0.1864	3.1900e-003	0.1896		657.4782	657.4782	0.0188	0.0181	663.3498
Total	**0.4158**	**1.1423**	**3.5377**	**0.0114**	**0.8686**	**0.0109**	**0.8794**	**0.2342**	**0.0103**	**0.2444**		**1,168.3643**	**1,168.3643**	**0.0228**	**0.0897**	**1,195.6648**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

3.4 Building Construction - 2023

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.0488	0.9533	0.5491	4.8500e-003	0.1658	7.3900e-003	0.1732	0.0478	7.0700e-003	0.0548		510.8860	510.8860	3.9700e-003	0.0716	532.3150
Worker	0.3670	0.1890	2.9887	6.5100e-003	0.7028	3.4700e-003	0.7063	0.1864	3.1900e-003	0.1896		657.4782	657.4782	0.0188	0.0181	663.3498
Total	**0.4158**	**1.1423**	**3.5377**	**0.0114**	**0.8686**	**0.0109**	**0.8794**	**0.2342**	**0.0103**	**0.2444**		**1,168.3643**	**1,168.3643**	**0.0228**	**0.0897**	**1,195.6648**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	0.0655	0.0338	0.5337	1.1600e-003	0.1255	6.2000e-004	0.1261	0.0333	5.7000e-004	0.0339		117.4068	117.4068	3.3600e-003	3.2400e-003	118.4553
Total	**0.0655**	**0.0338**	**0.5337**	**1.1600e-003**	**0.1255**	**6.2000e-004**	**0.1261**	**0.0333**	**5.7000e-004**	**0.0339**		**117.4068**	**117.4068**	**3.3600e-003**	**3.2400e-003**	**118.4553**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

3.5 Paving - 2023

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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	0.0655	0.0338	0.5337	1.1600e-003	0.1255	6.2000e-004	0.1261	0.0333	5.7000e-004	0.0339		117.4068	117.4068	3.3600e-003	3.2400e-003	118.4553
Total	**0.0655**	**0.0338**	**0.5337**	**1.1600e-003**	**0.1255**	**6.2000e-004**	**0.1261**	**0.0333**	**5.7000e-004**	**0.0339**		**117.4068**	**117.4068**	**3.3600e-003**	**3.2400e-003**	**118.4553**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	61.8000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**61.9917**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.0743	0.0383	0.6049	1.3200e-003	0.1422	7.0000e-004	0.1429	0.0377	6.5000e-004	0.0384		133.0611	133.0611	3.8100e-003	3.6700e-003	134.2494
Total	**0.0743**	**0.0383**	**0.6049**	**1.3200e-003**	**0.1422**	**7.0000e-004**	**0.1429**	**0.0377**	**6.5000e-004**	**0.0384**		**133.0611**	**133.0611**	**3.8100e-003**	**3.6700e-003**	**134.2494**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Summer

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

3.6 Architectural Coating - 2023

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	61.8000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**61.9917**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.0743	0.0383	0.6049	1.3200e-003	0.1422	7.0000e-004	0.1429	0.0377	6.5000e-004	0.0384		133.0611	133.0611	3.8100e-003	3.6700e-003	134.2494
Total	**0.0743**	**0.0383**	**0.6049**	**1.3200e-003**	**0.1422**	**7.0000e-004**	**0.1429**	**0.0377**	**6.5000e-004**	**0.0384**		**133.0611**	**133.0611**	**3.8100e-003**	**3.6700e-003**	**134.2494**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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	4.5687	4.7650	39.7292	0.0846	8.5176	0.0605	8.5782	2.2712	0.0567	2.3279		8,607.3901	8,607.3901	0.3952	0.3948	8,734.9288
Unmitigated	4.5687	4.7650	39.7292	0.0846	8.5176	0.0605	8.5782	2.2712	0.0567	2.3279		8,607.3901	8,607.3901	0.3952	0.3948	8,734.9288

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Heavy Industry	992.00	1,284.00	1018.00	3,259,432	3,259,432
Total	992.00	1,284.00	1,018.00	3,259,432	3,259,432

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	12.50	4.20	5.40	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Heavy Industry	0.519370	0.060618	0.186312	0.143152	0.024585	0.006910	0.010773	0.020267	0.000881	0.000230	0.022128	0.000902	0.003872

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

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	0.1910	1.7368	1.4589	0.0104		0.1320	0.1320		0.1320	0.1320		2,084.1257	2,084.1257	0.0400	0.0382	2,096.5106
NaturalGas Unmitigated	0.1910	1.7368	1.4589	0.0104		0.1320	0.1320		0.1320	0.1320		2,084.1257	2,084.1257	0.0400	0.0382	2,096.5106

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	17715.1	0.1910	1.7368	1.4589	0.0104		0.1320	0.1320		0.1320	0.1320		2,084.1257	2,084.1257	0.0400	0.0382	2,096.5106
Total		**0.1910**	**1.7368**	**1.4589**	**0.0104**		**0.1320**	**0.1320**		**0.1320**	**0.1320**		**2,084.1257**	**2,084.1257**	**0.0400**	**0.0382**	**2,096.5106**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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					
General Heavy Industry	17.7151	0.1910	1.7368	1.4589	0.0104		0.1320	0.1320		0.1320	0.1320		2,084.1257	2,084.1257	0.0400	0.0382	2,096.5106
Total		**0.1910**	**1.7368**	**1.4589**	**0.0104**		**0.1320**	**0.1320**		**0.1320**	**0.1320**		**2,084.1257**	**2,084.1257**	**0.0400**	**0.0382**	**2,096.5106**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.0438	1.8000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0438	0.0438	1.1000e-004		0.0466
Unmitigated	5.0438	1.8000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0438	0.0438	1.1000e-004		0.0466

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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

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	0.7619					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.2800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8800e-003	1.8000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0438	0.0438	1.1000e-004		0.0466
Total	**5.0438**	**1.8000e-004**	**0.0204**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0438**	**0.0438**	**1.1000e-004**		**0.0466**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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	0.7619					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.2800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8800e-003	1.8000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0438	0.0438	1.1000e-004		0.0466
Total	**5.0438**	**1.8000e-004**	**0.0204**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0438**	**0.0438**	**1.1000e-004**		**0.0466**

7.0 Water Detail

7.1 Mitigation Measures Water

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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

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

11.0 Vegetation

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

Coachella EIR Addendum: Existing Conditions

Salton Sea Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	200.00	1000sqft	7.80	200,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	20
Climate Zone	10			**Operational Year**	2025
Utility Company	Imperial Irrigation District				
CO2 Intensity (lb/MWhr)	189.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Assumes 1.5 year buildout - 200,000 SF industrial use

Land Use - Assumes buildout of 200,000 SF industrial use.

Construction Phase - Assumes paving and arch coating will occur concurrently with building construction.

On-road Fugitive Dust - All roadways accessing the site are paved.

Vehicle Trips - Assumes trip generation rate for light industrial - heavy industrial assumes multiple light industrial uses less than 50,000 SF.

Road Dust - All roadways will be paved.

Construction Off-road Equipment Mitigation - Assumes adhearance to standard dust control measures per SCAQMD Rule 403.1

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	PhaseEndDate	10/6/2023	9/1/2023

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

tblConstructionPhase	PhaseEndDate	9/8/2023	2/10/2023
tblConstructionPhase	PhaseStartDate	9/9/2023	7/1/2023
tblConstructionPhase	PhaseStartDate	8/12/2023	1/1/2023
tblLandUse	LotAcreage	4.59	7.80
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblRoadDust	RoadPercentPave	50	100
tblVehicleTrips	WD_TR	3.93	4.96

2.0 Emissions Summary

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2348	33.1307	20.1969	0.0393	19.8076	1.6134	21.4210	10.1424	1.4843	11.6267	0.0000	3,810.1377	3,810.1377	1.1966	0.0949	3,841.3259
2023	63.9459	25.8410	33.9126	0.0611	1.0108	1.2214	2.2155	0.2719	1.1387	1.4061	0.0000	5,936.0224	5,936.0224	1.3478	0.0941	5,997.6220
Maximum	**63.9459**	**33.1307**	**33.9126**	**0.0611**	**19.8076**	**1.6134**	**21.4210**	**10.1424**	**1.4843**	**11.6267**	**0.0000**	**5,936.0224**	**5,936.0224**	**1.3478**	**0.0949**	**5,997.6220**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2348	33.1307	20.1969	0.0393	8.9963	1.6134	10.6096	4.5861	1.4843	6.0704	0.0000	3,810.1376	3,810.1376	1.1966	0.0949	3,841.3259
2023	63.9459	25.8410	33.9126	0.0611	1.0108	1.2214	2.2155	0.2719	1.1387	1.4061	0.0000	5,936.0224	5,936.0224	1.3478	0.0941	5,997.6220
Maximum	**63.9459**	**33.1307**	**33.9126**	**0.0611**	**8.9963**	**1.6134**	**10.6096**	**4.5861**	**1.4843**	**6.0704**	**0.0000**	**5,936.0224**	**5,936.0224**	**1.3478**	**0.0949**	**5,997.6220**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	51.93	0.00	45.74	53.35	0.00	42.63	0.00	0.00	0.00	0.00	0.00	0.00

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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	5.0438	1.8000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0438	0.0438	1.1000e-004		0.0466
Energy	0.1910	1.7368	1.4589	0.0104		0.1320	0.1320		0.1320	0.1320		2,084.1257	2,084.1257	0.0400	0.0382	2,096.5106
Mobile	3.1013	5.1656	31.8750	0.0749	8.5176	0.0606	8.5782	2.2712	0.0568	2.3280		7,634.0452	7,634.0452	0.4070	0.4030	7,764.3081
Total	**8.3362**	**6.9026**	**33.3543**	**0.0854**	**8.5176**	**0.1927**	**8.7103**	**2.2712**	**0.1888**	**2.4600**		**9,718.2147**	**9,718.2147**	**0.4471**	**0.4412**	**9,860.8653**

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	5.0438	1.8000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0438	0.0438	1.1000e-004		0.0466
Energy	0.1910	1.7368	1.4589	0.0104		0.1320	0.1320		0.1320	0.1320		2,084.1257	2,084.1257	0.0400	0.0382	2,096.5106
Mobile	3.1013	5.1656	31.8750	0.0749	8.5176	0.0606	8.5782	2.2712	0.0568	2.3280		7,634.0452	7,634.0452	0.4070	0.4030	7,764.3081
Total	**8.3362**	**6.9026**	**33.3543**	**0.0854**	**8.5176**	**0.1927**	**8.7103**	**2.2712**	**0.1888**	**2.4600**		**9,718.2147**	**9,718.2147**	**0.4471**	**0.4412**	**9,860.8653**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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	8/13/2022	8/26/2022	5	10	
2	Grading	Grading	8/27/2022	9/23/2022	5	20	
3	Building Construction	Building Construction	9/24/2022	8/11/2023	5	230	
4	Paving	Paving	1/1/2023	2/10/2023	5	30	
5	Architectural Coating	Architectural Coating	7/1/2023	9/1/2023	5	45	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 300,000; Non-Residential Outdoor: 100,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

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
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	84.00	33.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

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	0.0646	0.0471	0.4991	1.2300e-003	0.1506	7.9000e-004	0.1514	0.0400	7.3000e-004	0.0407		124.0758	124.0758	4.4700e-003	4.2700e-003	125.4604
Total	**0.0646**	**0.0471**	**0.4991**	**1.2300e-003**	**0.1506**	**7.9000e-004**	**0.1514**	**0.0400**	**7.3000e-004**	**0.0407**		**124.0758**	**124.0758**	**4.4700e-003**	**4.2700e-003**	**125.4604**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

3.2 Site Preparation - 2022

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					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**8.8457**	**1.6126**	**10.4582**	**4.5461**	**1.4836**	**6.0297**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

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	0.0646	0.0471	0.4991	1.2300e-003	0.1506	7.9000e-004	0.1514	0.0400	7.3000e-004	0.0407		124.0758	124.0758	4.4700e-003	4.2700e-003	125.4604
Total	**0.0646**	**0.0471**	**0.4991**	**1.2300e-003**	**0.1506**	**7.9000e-004**	**0.1514**	**0.0400**	**7.3000e-004**	**0.0407**		**124.0758**	**124.0758**	**4.4700e-003**	**4.2700e-003**	**125.4604**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**7.0826**	**0.9409**	**8.0234**	**3.4247**	**0.8656**	**4.2903**		**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

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	0.0539	0.0393	0.4159	1.0200e-003	0.1255	6.6000e-004	0.1262	0.0333	6.1000e-004	0.0339		103.3965	103.3965	3.7300e-003	3.5600e-003	104.5503
Total	**0.0539**	**0.0393**	**0.4159**	**1.0200e-003**	**0.1255**	**6.6000e-004**	**0.1262**	**0.0333**	**6.1000e-004**	**0.0339**		**103.3965**	**103.3965**	**3.7300e-003**	**3.5600e-003**	**104.5503**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

3.3 Grading - 2022

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					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**3.1872**	**0.9409**	**4.1280**	**1.5411**	**0.8656**	**2.4067**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

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	0.0539	0.0393	0.4159	1.0200e-003	0.1255	6.6000e-004	0.1262	0.0333	6.1000e-004	0.0339		103.3965	103.3965	3.7300e-003	3.5600e-003	104.5503
Total	**0.0539**	**0.0393**	**0.4159**	**1.0200e-003**	**0.1255**	**6.6000e-004**	**0.1262**	**0.0333**	**6.1000e-004**	**0.0339**		**103.3965**	**103.3965**	**3.7300e-003**	**3.5600e-003**	**104.5503**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.0556	1.2501	0.5995	5.0300e-003	0.1658	0.0144	0.1802	0.0478	0.0138	0.0615		529.7607	529.7607	4.3100e-003	0.0749	552.1948
Worker	0.3017	0.2200	2.3292	5.7300e-003	0.7028	3.7100e-003	0.7065	0.1864	3.4200e-003	0.1898		579.0203	579.0203	0.0209	0.0199	585.4817
Total	**0.3573**	**1.4701**	**2.9287**	**0.0108**	**0.8686**	**0.0181**	**0.8867**	**0.2342**	**0.0172**	**0.2514**		**1,108.7810**	**1,108.7810**	**0.0252**	**0.0949**	**1,137.6765**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

3.4 Building Construction - 2022

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.0556	1.2501	0.5995	5.0300e-003	0.1658	0.0144	0.1802	0.0478	0.0138	0.0615		529.7607	529.7607	4.3100e-003	0.0749	552.1948
Worker	0.3017	0.2200	2.3292	5.7300e-003	0.7028	3.7100e-003	0.7065	0.1864	3.4200e-003	0.1898		579.0203	579.0203	0.0209	0.0199	585.4817
Total	**0.3573**	**1.4701**	**2.9287**	**0.0108**	**0.8686**	**0.0181**	**0.8867**	**0.2342**	**0.0172**	**0.2514**		**1,108.7810**	**1,108.7810**	**0.0252**	**0.0949**	**1,137.6765**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.0447	1.0357	0.5704	4.8600e-003	0.1658	7.4300e-003	0.1732	0.0478	7.1100e-003	0.0549		512.7462	512.7462	3.8300e-003	0.0720	534.3043
Worker	0.2801	0.1941	2.1331	5.5400e-003	0.7028	3.4700e-003	0.7063	0.1864	3.1900e-003	0.1896		560.4091	560.4091	0.0188	0.0183	566.3450
Total	**0.3248**	**1.2298**	**2.7034**	**0.0104**	**0.8686**	**0.0109**	**0.8795**	**0.2342**	**0.0103**	**0.2445**		**1,073.1553**	**1,073.1553**	**0.0226**	**0.0904**	**1,100.6493**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

3.4 Building Construction - 2023

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.0447	1.0357	0.5704	4.8600e-003	0.1658	7.4300e-003	0.1732	0.0478	7.1100e-003	0.0549		512.7462	512.7462	3.8300e-003	0.0720	534.3043
Worker	0.2801	0.1941	2.1331	5.5400e-003	0.7028	3.4700e-003	0.7063	0.1864	3.1900e-003	0.1896		560.4091	560.4091	0.0188	0.0183	566.3450
Total	**0.3248**	**1.2298**	**2.7034**	**0.0104**	**0.8686**	**0.0109**	**0.8795**	**0.2342**	**0.0103**	**0.2445**		**1,073.1553**	**1,073.1553**	**0.0226**	**0.0904**	**1,100.6493**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	0.0500	0.0347	0.3809	9.9000e-004	0.1255	6.2000e-004	0.1261	0.0333	5.7000e-004	0.0339		100.0731	100.0731	3.3600e-003	3.2800e-003	101.1330
Total	**0.0500**	**0.0347**	**0.3809**	**9.9000e-004**	**0.1255**	**6.2000e-004**	**0.1261**	**0.0333**	**5.7000e-004**	**0.0339**		**100.0731**	**100.0731**	**3.3600e-003**	**3.2800e-003**	**101.1330**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

3.5 Paving - 2023

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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	0.0500	0.0347	0.3809	9.9000e-004	0.1255	6.2000e-004	0.1261	0.0333	5.7000e-004	0.0339		100.0731	100.0731	3.3600e-003	3.2800e-003	101.1330
Total	**0.0500**	**0.0347**	**0.3809**	**9.9000e-004**	**0.1255**	**6.2000e-004**	**0.1261**	**0.0333**	**5.7000e-004**	**0.0339**		**100.0731**	**100.0731**	**3.3600e-003**	**3.2800e-003**	**101.1330**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	61.8000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**61.9917**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.0567	0.0393	0.4317	1.1200e-003	0.1422	7.0000e-004	0.1429	0.0377	6.5000e-004	0.0384		113.4161	113.4161	3.8100e-003	3.7100e-003	114.6174
Total	**0.0567**	**0.0393**	**0.4317**	**1.1200e-003**	**0.1422**	**7.0000e-004**	**0.1429**	**0.0377**	**6.5000e-004**	**0.0384**		**113.4161**	**113.4161**	**3.8100e-003**	**3.7100e-003**	**114.6174**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Winter

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

3.6 Architectural Coating - 2023

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	61.8000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**61.9917**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.0567	0.0393	0.4317	1.1200e-003	0.1422	7.0000e-004	0.1429	0.0377	6.5000e-004	0.0384		113.4161	113.4161	3.8100e-003	3.7100e-003	114.6174
Total	**0.0567**	**0.0393**	**0.4317**	**1.1200e-003**	**0.1422**	**7.0000e-004**	**0.1429**	**0.0377**	**6.5000e-004**	**0.0384**		**113.4161**	**113.4161**	**3.8100e-003**	**3.7100e-003**	**114.6174**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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	3.1013	5.1656	31.8750	0.0749	8.5176	0.0606	8.5782	2.2712	0.0568	2.3280		7,634.0452	7,634.0452	0.4070	0.4030	7,764.3081
Unmitigated	3.1013	5.1656	31.8750	0.0749	8.5176	0.0606	8.5782	2.2712	0.0568	2.3280		7,634.0452	7,634.0452	0.4070	0.4030	7,764.3081

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Heavy Industry	992.00	1,284.00	1018.00	3,259,432	3,259,432
Total	992.00	1,284.00	1,018.00	3,259,432	3,259,432

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	12.50	4.20	5.40	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Heavy Industry	0.519370	0.060618	0.186312	0.143152	0.024585	0.006910	0.010773	0.020267	0.000881	0.000230	0.022128	0.000902	0.003872

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	0.1910	1.7368	1.4589	0.0104		0.1320	0.1320		0.1320	0.1320		2,084.1257	2,084.1257	0.0400	0.0382	2,096.5106
NaturalGas Unmitigated	0.1910	1.7368	1.4589	0.0104		0.1320	0.1320		0.1320	0.1320		2,084.1257	2,084.1257	0.0400	0.0382	2,096.5106

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	17715.1	0.1910	1.7368	1.4589	0.0104		0.1320	0.1320		0.1320	0.1320		2,084.1257	2,084.1257	0.0400	0.0382	2,096.5106
Total		**0.1910**	**1.7368**	**1.4589**	**0.0104**		**0.1320**	**0.1320**		**0.1320**	**0.1320**		**2,084.1257**	**2,084.1257**	**0.0400**	**0.0382**	**2,096.5106**

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					
General Heavy Industry	17.7151	0.1910	1.7368	1.4589	0.0104		0.1320	0.1320		0.1320	0.1320		2,084.1257	2,084.1257	0.0400	0.0382	2,096.5106
Total		**0.1910**	**1.7368**	**1.4589**	**0.0104**		**0.1320**	**0.1320**		**0.1320**	**0.1320**		**2,084.1257**	**2,084.1257**	**0.0400**	**0.0382**	**2,096.5106**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.0438	1.8000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0438	0.0438	1.1000e-004		0.0466
Unmitigated	5.0438	1.8000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0438	0.0438	1.1000e-004		0.0466

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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

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	0.7619					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.2800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8800e-003	1.8000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0438	0.0438	1.1000e-004		0.0466
Total	**5.0438**	**1.8000e-004**	**0.0204**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0438**	**0.0438**	**1.1000e-004**		**0.0466**

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	0.7619					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.2800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8800e-003	1.8000e-004	0.0204	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0438	0.0438	1.1000e-004		0.0466
Total	**5.0438**	**1.8000e-004**	**0.0204**	**0.0000**		**7.0000e-005**	**7.0000e-005**		**7.0000e-005**	**7.0000e-005**		**0.0438**	**0.0438**	**1.1000e-004**		**0.0466**

7.0 Water Detail

7.1 Mitigation Measures Water

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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

11.0 Vegetation

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

Coachella EIR Addendum: Existing Conditions

Salton Sea Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	200.00	1000sqft	7.80	200,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	20
Climate Zone	10			**Operational Year**	2025
Utility Company	Imperial Irrigation District				
CO2 Intensity (lb/MWhr)	189.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Assumes 1.5 year buildout - 200,000 SF industrial use

Land Use - Assumes buildout of 200,000 SF industrial use.

Construction Phase - Assumes paving and arch coating will occur concurrently with building construction.

On-road Fugitive Dust - All roadways accessing the site are paved.

Vehicle Trips - Assumes trip generation rate for light industrial - heavy industrial assumes multiple light industrial uses less than 50,000 SF.

Road Dust - All roadways will be paved.

Construction Off-road Equipment Mitigation - Assumes adhearance to standard dust control measures per SCAQMD Rule 403.1

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	PhaseEndDate	10/6/2023	9/1/2023

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

tblConstructionPhase	PhaseEndDate	9/8/2023	2/10/2023
tblConstructionPhase	PhaseStartDate	9/9/2023	7/1/2023
tblConstructionPhase	PhaseStartDate	8/12/2023	1/1/2023
tblLandUse	LotAcreage	4.59	7.80
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblRoadDust	RoadPercentPave	50	100
tblVehicleTrips	WD_TR	3.93	4.96

2.0 Emissions Summary

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Annual

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					
2022	0.1092	0.9714	0.9434	1.8400e-003	0.2012	0.0464	0.2476	0.0934	0.0433	0.1367	0.0000	161.9558	161.9558	0.0341	3.0500e-003	163.7163
2023	1.5658	1.4300	1.8120	3.4700e-003	0.0737	0.0661	0.1398	0.0199	0.0622	0.0820	0.0000	305.8009	305.8009	0.0559	6.6400e-003	309.1764
Maximum	**1.5658**	**1.4300**	**1.8120**	**3.4700e-003**	**0.2012**	**0.0661**	**0.2476**	**0.0934**	**0.0622**	**0.1367**	**0.0000**	**305.8009**	**305.8009**	**0.0559**	**6.6400e-003**	**309.1764**

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					
2022	0.1092	0.9714	0.9434	1.8400e-003	0.1081	0.0464	0.1546	0.0468	0.0433	0.0901	0.0000	161.9556	161.9556	0.0341	3.0500e-003	163.7162
2023	1.5658	1.4300	1.8120	3.4700e-003	0.0737	0.0661	0.1398	0.0199	0.0622	0.0820	0.0000	305.8006	305.8006	0.0559	6.6400e-003	309.1762
Maximum	**1.5658**	**1.4300**	**1.8120**	**3.4700e-003**	**0.1081**	**0.0661**	**0.1546**	**0.0468**	**0.0622**	**0.0901**	**0.0000**	**305.8006**	**305.8006**	**0.0559**	**6.6400e-003**	**309.1762**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**33.84**	**0.00**	**24.01**	**41.16**	**0.00**	**21.31**	**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)
1	**7-18-2022**	**10-17-2022**	0.5752	0.5752
2	**10-18-2022**	**1-17-2023**	0.6879	0.6879
3	**1-18-2023**	**4-17-2023**	0.6598	0.6598
4	**4-18-2023**	**7-17-2023**	0.9542	0.9542
5	**7-18-2023**	**9-30-2023**	1.1981	1.1981
		Highest	1.1981	1.1981

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	0.9203	2.0000e-005	1.8300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5700e-003	3.5700e-003	1.0000e-005	0.0000	3.8100e-003
Energy	0.0349	0.3170	0.2663	1.9000e-003		0.0241	0.0241		0.0241	0.0241	0.0000	516.0186	516.0186	0.0363	9.9300e-003	519.8842
Mobile	0.5254	0.7367	4.9382	0.0116	1.2378	8.9000e-003	1.2467	0.3304	8.3300e-003	0.3387	0.0000	1,069.1536	1,069.1536	0.0522	0.0530	1,086.2372
Waste						0.0000	0.0000		0.0000	0.0000	50.3418	0.0000	50.3418	2.9751	0.0000	124.7196
Water						0.0000	0.0000		0.0000	0.0000	14.6730	51.8955	66.5685	1.5161	0.0367	115.4002
Total	**1.4806**	**1.0537**	**5.2063**	**0.0135**	**1.2378**	**0.0330**	**1.2708**	**0.3304**	**0.0324**	**0.3628**	**65.0148**	**1,637.0712**	**1,702.0860**	**4.5797**	**0.0996**	**1,846.2450**

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	0.9203	2.0000e-005	1.8300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5700e-003	3.5700e-003	1.0000e-005	0.0000	3.8100e-003
Energy	0.0349	0.3170	0.2663	1.9000e-003		0.0241	0.0241		0.0241	0.0241	0.0000	516.0186	516.0186	0.0363	9.9300e-003	519.8842
Mobile	0.5254	0.7367	4.9382	0.0116	1.2378	8.9000e-003	1.2467	0.3304	8.3300e-003	0.3387	0.0000	1,069.1536	1,069.1536	0.0522	0.0530	1,086.2372
Waste						0.0000	0.0000		0.0000	0.0000	50.3418	0.0000	50.3418	2.9751	0.0000	124.7196
Water						0.0000	0.0000		0.0000	0.0000	14.6730	51.8955	66.5685	1.5161	0.0367	115.4002
Total	**1.4806**	**1.0537**	**5.2063**	**0.0135**	**1.2378**	**0.0330**	**1.2708**	**0.3304**	**0.0324**	**0.3628**	**65.0148**	**1,637.0712**	**1,702.0860**	**4.5797**	**0.0996**	**1,846.2450**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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	8/13/2022	8/26/2022	5	10	
2	Grading	Grading	8/27/2022	9/23/2022	5	20	
3	Building Construction	Building Construction	9/24/2022	8/11/2023	5	230	

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

4	Paving	Paving	1/1/2023	2/10/2023	5	30	
5	Architectural Coating	Architectural Coating	7/1/2023	9/1/2023	5	45	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 300,000; Non-Residential Outdoor: 100,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

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

Trips and VMT

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

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	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	84.00	33.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0983**	**8.0600e-003**	**0.1064**	**0.0505**	**7.4200e-003**	**0.0579**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Annual

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

3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.3000e-004	2.8000e-003	1.0000e-005	7.4000e-004	0.0000	7.5000e-004	2.0000e-004	0.0000	2.0000e-004	0.0000	0.6021	0.6021	2.0000e-005	2.0000e-005	0.6083
Total	**3.4000e-004**	**2.3000e-004**	**2.8000e-003**	**1.0000e-005**	**7.4000e-004**	**0.0000**	**7.5000e-004**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**0.6021**	**0.6021**	**2.0000e-005**	**2.0000e-005**	**0.6083**

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					0.0442	0.0000	0.0442	0.0227	0.0000	0.0227	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0442**	**8.0600e-003**	**0.0523**	**0.0227**	**7.4200e-003**	**0.0302**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Annual

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

3.2 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.3000e-004	2.8000e-003	1.0000e-005	7.4000e-004	0.0000	7.5000e-004	2.0000e-004	0.0000	2.0000e-004	0.0000	0.6021	0.6021	2.0000e-005	2.0000e-005	0.6083
Total	**3.4000e-004**	**2.3000e-004**	**2.8000e-003**	**1.0000e-005**	**7.4000e-004**	**0.0000**	**7.5000e-004**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**0.6021**	**0.6021**	**2.0000e-005**	**2.0000e-005**	**0.6083**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0708	0.0000	0.0708	0.0343	0.0000	0.0343	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0195	0.2086	0.1527	3.0000e-004		9.4100e-003	9.4100e-003		8.6600e-003	8.6600e-003	0.0000	26.0548	26.0548	8.4300e-003	0.0000	26.2654
Total	**0.0195**	**0.2086**	**0.1527**	**3.0000e-004**	**0.0708**	**9.4100e-003**	**0.0802**	**0.0343**	**8.6600e-003**	**0.0429**	**0.0000**	**26.0548**	**26.0548**	**8.4300e-003**	**0.0000**	**26.2654**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Annual

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

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	3.8000e-004	4.6700e-003	1.0000e-005	1.2400e-003	1.0000e-005	1.2500e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0036	1.0036	3.0000e-005	3.0000e-005	1.0139
Total	**5.7000e-004**	**3.8000e-004**	**4.6700e-003**	**1.0000e-005**	**1.2400e-003**	**1.0000e-005**	**1.2500e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0036**	**1.0036**	**3.0000e-005**	**3.0000e-005**	**1.0139**

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					0.0319	0.0000	0.0319	0.0154	0.0000	0.0154	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0195	0.2086	0.1527	3.0000e-004		9.4100e-003	9.4100e-003		8.6600e-003	8.6600e-003	0.0000	26.0547	26.0547	8.4300e-003	0.0000	26.2654
Total	**0.0195**	**0.2086**	**0.1527**	**3.0000e-004**	**0.0319**	**9.4100e-003**	**0.0413**	**0.0154**	**8.6600e-003**	**0.0241**	**0.0000**	**26.0547**	**26.0547**	**8.4300e-003**	**0.0000**	**26.2654**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Annual

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

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	3.8000e-004	4.6700e-003	1.0000e-005	1.2400e-003	1.0000e-005	1.2500e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0036	1.0036	3.0000e-005	3.0000e-005	1.0139
Total	**5.7000e-004**	**3.8000e-004**	**4.6700e-003**	**1.0000e-005**	**1.2400e-003**	**1.0000e-005**	**1.2500e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0036**	**1.0036**	**3.0000e-005**	**3.0000e-005**	**1.0139**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0597	0.5466	0.5727	9.4000e-004		0.0283	0.0283		0.0266	0.0266	0.0000	81.1038	81.1038	0.0194	0.0000	81.5896
Total	**0.0597**	**0.5466**	**0.5727**	**9.4000e-004**		**0.0283**	**0.0283**		**0.0266**	**0.0266**	**0.0000**	**81.1038**	**81.1038**	**0.0194**	**0.0000**	**81.5896**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Annual

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

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-003	0.0428	0.0205	1.8000e-004	5.7500e-003	5.0000e-004	6.2500e-003	1.6600e-003	4.8000e-004	2.1400e-003	0.0000	16.8020	16.8020	1.4000e-004	2.3700e-003	17.5129
Worker	0.0113	7.5000e-003	0.0915	2.1000e-004	0.0243	1.3000e-004	0.0244	6.4500e-003	1.2000e-004	6.5700e-003	0.0000	19.6698	19.6698	6.4000e-004	6.2000e-004	19.8714
Total	**0.0133**	**0.0503**	**0.1120**	**3.9000e-004**	**0.0301**	**6.3000e-004**	**0.0307**	**8.1100e-003**	**6.0000e-004**	**8.7100e-003**	**0.0000**	**36.4718**	**36.4718**	**7.8000e-004**	**2.9900e-003**	**37.3843**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0597	0.5466	0.5727	9.4000e-004		0.0283	0.0283		0.0266	0.0266	0.0000	81.1037	81.1037	0.0194	0.0000	81.5895
Total	**0.0597**	**0.5466**	**0.5727**	**9.4000e-004**		**0.0283**	**0.0283**		**0.0266**	**0.0266**	**0.0000**	**81.1037**	**81.1037**	**0.0194**	**0.0000**	**81.5895**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Annual

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

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-003	0.0428	0.0205	1.8000e-004	5.7500e-003	5.0000e-004	6.2500e-003	1.6600e-003	4.8000e-004	2.1400e-003	0.0000	16.8020	16.8020	1.4000e-004	2.3700e-003	17.5129
Worker	0.0113	7.5000e-003	0.0915	2.1000e-004	0.0243	1.3000e-004	0.0244	6.4500e-003	1.2000e-004	6.5700e-003	0.0000	19.6698	19.6698	6.4000e-004	6.2000e-004	19.8714
Total	**0.0133**	**0.0503**	**0.1120**	**3.9000e-004**	**0.0301**	**6.3000e-004**	**0.0307**	**8.1100e-003**	**6.0000e-004**	**8.7100e-003**	**0.0000**	**36.4718**	**36.4718**	**7.8000e-004**	**2.9900e-003**	**37.3843**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1258	1.1508	1.2995	2.1600e-003		0.0560	0.0560		0.0527	0.0527	0.0000	185.4438	185.4438	0.0441	0.0000	186.5467
Total	**0.1258**	**1.1508**	**1.2995**	**2.1600e-003**		**0.0560**	**0.0560**		**0.0527**	**0.0527**	**0.0000**	**185.4438**	**185.4438**	**0.0441**	**0.0000**	**186.5467**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Annual

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

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.7200e-003	0.0805	0.0446	3.9000e-004	0.0131	5.9000e-004	0.0137	3.7900e-003	5.7000e-004	4.3600e-003	0.0000	37.1341	37.1341	2.8000e-004	5.2100e-003	38.6939
Worker	0.0238	0.0151	0.1911	4.7000e-004	0.0556	2.8000e-004	0.0558	0.0148	2.6000e-004	0.0150	0.0000	43.5049	43.5049	1.3200e-003	1.3100e-003	43.9281
Total	**0.0275**	**0.0957**	**0.2357**	**8.6000e-004**	**0.0687**	**8.7000e-004**	**0.0696**	**0.0185**	**8.3000e-004**	**0.0194**	**0.0000**	**80.6390**	**80.6390**	**1.6000e-003**	**6.5200e-003**	**82.6220**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1258	1.1508	1.2995	2.1600e-003		0.0560	0.0560		0.0527	0.0527	0.0000	185.4436	185.4436	0.0441	0.0000	186.5464
Total	**0.1258**	**1.1508**	**1.2995**	**2.1600e-003**		**0.0560**	**0.0560**		**0.0527**	**0.0527**	**0.0000**	**185.4436**	**185.4436**	**0.0441**	**0.0000**	**186.5464**

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

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.7200e-003	0.0805	0.0446	3.9000e-004	0.0131	5.9000e-004	0.0137	3.7900e-003	5.7000e-004	4.3600e-003	0.0000	37.1341	37.1341	2.8000e-004	5.2100e-003	38.6939
Worker	0.0238	0.0151	0.1911	4.7000e-004	0.0556	2.8000e-004	0.0558	0.0148	2.6000e-004	0.0150	0.0000	43.5049	43.5049	1.3200e-003	1.3100e-003	43.9281
Total	**0.0275**	**0.0957**	**0.2357**	**8.6000e-004**	**0.0687**	**8.7000e-004**	**0.0696**	**0.0185**	**8.3000e-004**	**0.0194**	**0.0000**	**80.6390**	**80.6390**	**1.6000e-003**	**6.5200e-003**	**82.6220**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0155	0.1529	0.2188	3.4000e-004		7.6500e-003	7.6500e-003		7.0400e-003	7.0400e-003	0.0000	30.0403	30.0403	9.7200e-003	0.0000	30.2832
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0155**	**0.1529**	**0.2188**	**3.4000e-004**		**7.6500e-003**	**7.6500e-003**		**7.0400e-003**	**7.0400e-003**	**0.0000**	**30.0403**	**30.0403**	**9.7200e-003**	**0.0000**	**30.2832**

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

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-004	5.1000e-004	6.4000e-003	2.0000e-005	1.8600e-003	1.0000e-005	1.8700e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.4566	1.4566	4.0000e-005	4.0000e-005	1.4708
Total	**8.0000e-004**	**5.1000e-004**	**6.4000e-003**	**2.0000e-005**	**1.8600e-003**	**1.0000e-005**	**1.8700e-003**	**4.9000e-004**	**1.0000e-005**	**5.0000e-004**	**0.0000**	**1.4566**	**1.4566**	**4.0000e-005**	**4.0000e-005**	**1.4708**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0155	0.1529	0.2188	3.4000e-004		7.6500e-003	7.6500e-003		7.0400e-003	7.0400e-003	0.0000	30.0403	30.0403	9.7200e-003	0.0000	30.2832
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0155**	**0.1529**	**0.2188**	**3.4000e-004**		**7.6500e-003**	**7.6500e-003**		**7.0400e-003**	**7.0400e-003**	**0.0000**	**30.0403**	**30.0403**	**9.7200e-003**	**0.0000**	**30.2832**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Annual

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

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-004	5.1000e-004	6.4000e-003	2.0000e-005	1.8600e-003	1.0000e-005	1.8700e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.4566	1.4566	4.0000e-005	4.0000e-005	1.4708
Total	**8.0000e-004**	**5.1000e-004**	**6.4000e-003**	**2.0000e-005**	**1.8600e-003**	**1.0000e-005**	**1.8700e-003**	**4.9000e-004**	**1.0000e-005**	**5.0000e-004**	**0.0000**	**1.4566**	**1.4566**	**4.0000e-005**	**4.0000e-005**	**1.4708**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.3905					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3100e-003	0.0293	0.0408	7.0000e-005		1.5900e-003	1.5900e-003		1.5900e-003	1.5900e-003	0.0000	5.7448	5.7448	3.4000e-004	0.0000	5.7534
Total	**1.3948**	**0.0293**	**0.0408**	**7.0000e-005**		**1.5900e-003**	**1.5900e-003**		**1.5900e-003**	**1.5900e-003**	**0.0000**	**5.7448**	**5.7448**	**3.4000e-004**	**0.0000**	**5.7534**

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

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3600e-003	8.6000e-004	0.0109	3.0000e-005	3.1600e-003	2.0000e-005	3.1800e-003	8.4000e-004	1.0000e-005	8.5000e-004	0.0000	2.4763	2.4763	8.0000e-005	7.0000e-005	2.5004
Total	**1.3600e-003**	**8.6000e-004**	**0.0109**	**3.0000e-005**	**3.1600e-003**	**2.0000e-005**	**3.1800e-003**	**8.4000e-004**	**1.0000e-005**	**8.5000e-004**	**0.0000**	**2.4763**	**2.4763**	**8.0000e-005**	**7.0000e-005**	**2.5004**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.3905					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3100e-003	0.0293	0.0408	7.0000e-005		1.5900e-003	1.5900e-003		1.5900e-003	1.5900e-003	0.0000	5.7448	5.7448	3.4000e-004	0.0000	5.7534
Total	**1.3948**	**0.0293**	**0.0408**	**7.0000e-005**		**1.5900e-003**	**1.5900e-003**		**1.5900e-003**	**1.5900e-003**	**0.0000**	**5.7448**	**5.7448**	**3.4000e-004**	**0.0000**	**5.7534**

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

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3600e-003	8.6000e-004	0.0109	3.0000e-005	3.1600e-003	2.0000e-005	3.1800e-003	8.4000e-004	1.0000e-005	8.5000e-004	0.0000	2.4763	2.4763	8.0000e-005	7.0000e-005	2.5004
Total	**1.3600e-003**	**8.6000e-004**	**0.0109**	**3.0000e-005**	**3.1600e-003**	**2.0000e-005**	**3.1800e-003**	**8.4000e-004**	**1.0000e-005**	**8.5000e-004**	**0.0000**	**2.4763**	**2.4763**	**8.0000e-005**	**7.0000e-005**	**2.5004**

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	0.5254	0.7367	4.9382	0.0116	1.2378	8.9000e-003	1.2467	0.3304	8.3300e-003	0.3387	0.0000	1,069.1536	1,069.1536	0.0522	0.0530	1,086.2372
Unmitigated	0.5254	0.7367	4.9382	0.0116	1.2378	8.9000e-003	1.2467	0.3304	8.3300e-003	0.3387	0.0000	1,069.1536	1,069.1536	0.0522	0.0530	1,086.2372

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Heavy Industry	992.00	1,284.00	1018.00	3,259,432	3,259,432
Total	992.00	1,284.00	1,018.00	3,259,432	3,259,432

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	12.50	4.20	5.40	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Heavy Industry	0.519370	0.060618	0.186312	0.143152	0.024585	0.006910	0.010773	0.020267	0.000881	0.000230	0.022128	0.000902	0.003872

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Annual

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	170.9682	170.9682	0.0297	3.6000e-003	172.7833
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	170.9682	170.9682	0.0297	3.6000e-003	172.7833
NaturalGas Mitigated	0.0349	0.3170	0.2663	1.9000e-003		0.0241	0.0241		0.0241	0.0241	0.0000	345.0504	345.0504	6.6100e-003	6.3300e-003	347.1009
NaturalGas Unmitigated	0.0349	0.3170	0.2663	1.9000e-003		0.0241	0.0241		0.0241	0.0241	0.0000	345.0504	345.0504	6.6100e-003	6.3300e-003	347.1009

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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					
General Heavy Industry	6.466e+006	0.0349	0.3170	0.2663	1.9000e-003		0.0241	0.0241		0.0241	0.0241	0.0000	345.0504	345.0504	6.6100e-003	6.3300e-003	347.1009
Total		**0.0349**	**0.3170**	**0.2663**	**1.9000e-003**		**0.0241**	**0.0241**		**0.0241**	**0.0241**	**0.0000**	**345.0504**	**345.0504**	**6.6100e-003**	**6.3300e-003**	**347.1009**

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					
General Heavy Industry	6.466e+006	0.0349	0.3170	0.2663	1.9000e-003		0.0241	0.0241		0.0241	0.0241	0.0000	345.0504	345.0504	6.6100e-003	6.3300e-003	347.1009
Total		**0.0349**	**0.3170**	**0.2663**	**1.9000e-003**		**0.0241**	**0.0241**		**0.0241**	**0.0241**	**0.0000**	**345.0504**	**345.0504**	**6.6100e-003**	**6.3300e-003**	**347.1009**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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	1.984e+006	170.9682	0.0297	3.6000e-003	172.7833
Total		**170.9682**	**0.0297**	**3.6000e-003**	**172.7833**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Heavy Industry	1.984e+006	170.9682	0.0297	3.6000e-003	172.7833
Total		**170.9682**	**0.0297**	**3.6000e-003**	**172.7833**

6.0 Area Detail

6.1 Mitigation Measures Area

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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
Category	tons/yr										MT/yr					
Mitigated	0.9203	2.0000e-005	1.8300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5700e-003	3.5700e-003	1.0000e-005	0.0000	3.8100e-003
Unmitigated	0.9203	2.0000e-005	1.8300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5700e-003	3.5700e-003	1.0000e-005	0.0000	3.8100e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1391					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7811					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5700e-003	3.5700e-003	1.0000e-005	0.0000	3.8100e-003
Total	**0.9203**	**2.0000e-005**	**1.8300e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.5700e-003**	**3.5700e-003**	**1.0000e-005**	**0.0000**	**3.8100e-003**

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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	0.1391					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7811					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5700e-003	3.5700e-003	1.0000e-005	0.0000	3.8100e-003
Total	**0.9203**	**2.0000e-005**	**1.8300e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.5700e-003**	**3.5700e-003**	**1.0000e-005**	**0.0000**	**3.8100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

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	66.5685	1.5161	0.0367	115.4002
Unmitigated	66.5685	1.5161	0.0367	115.4002

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Heavy Industry	46.25 / 0	66.5685	1.5161	0.0367	115.4002
Total		**66.5685**	**1.5161**	**0.0367**	**115.4002**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Heavy Industry	46.25 / 0	66.5685	1.5161	0.0367	115.4002
Total		**66.5685**	**1.5161**	**0.0367**	**115.4002**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	50.3418	2.9751	0.0000	124.7196
Unmitigated	50.3418	2.9751	0.0000	124.7196

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, 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	248	50.3418	2.9751	0.0000	124.7196
Total		**50.3418**	**2.9751**	**0.0000**	**124.7196**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Heavy Industry	248	50.3418	2.9751	0.0000	124.7196
Total		**50.3418**	**2.9751**	**0.0000**	**124.7196**

9.0 Operational Offroad

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

Coachella EIR Addendum: Existing Conditions - Salton Sea Air Basin, Annual

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

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

11.0 Vegetation

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

Coachella EIR Addendum: Proposed Conditions

Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	507.00	Dwelling Unit	7.80	507,000.00	2155

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	20
Climate Zone	10			**Operational Year**	2025
Utility Company	Imperial Irrigation District				
CO2 Intensity (lb/MWhr)	189.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Assumes 1.5 year buildout - 507 DU multifamily housing.

Land Use - Assumes buildout site buildout of 65 DU/AC, total of 507 DU and population of 2,155.

Construction Phase - Assumes paving and arch coating will occur concurrently with building construction.

On-road Fugitive Dust - All roadways accessing the site are paved.

Vehicle Trips -

Road Dust - All roadways will be paved.

Construction Off-road Equipment Mitigation - Assumes adhearance to standard dust control measures per SCAQMD Rule 403.1

Woodstoves - No wood burning appliances

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	100.00
tblConstructionPhase	NumDays	230.00	250.00

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	PhaseEndDate	9/8/2023	10/18/2023
tblConstructionPhase	PhaseEndDate	7/14/2023	8/11/2023
tblConstructionPhase	PhaseEndDate	8/11/2023	10/12/2023
tblConstructionPhase	PhaseStartDate	8/12/2023	6/1/2023
tblConstructionPhase	PhaseStartDate	7/15/2023	9/1/2023
tblFireplaces	FireplaceWoodMass	2,080.00	0.00
tblLandUse	LotAcreage	13.34	7.80
tblLandUse	Population	1,638.00	2,155.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblRoadDust	RoadPercentPave	50	100

2.0 Emissions Summary

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.5288	33.1294	31.5339	0.0644	19.8076	1.6134	21.4210	10.1424	1.4843	11.6267	0.0000	6,372.8731	6,372.8731	1.1967	0.2076	6,452.4934
2023	67.2064	18.2335	34.5373	0.0718	3.9359	0.8007	4.7366	1.0502	0.7575	1.8076	0.0000	7,100.9326	7,100.9326	0.7506	0.2116	7,182.2315
Maximum	**67.2064**	**33.1294**	**34.5373**	**0.0718**	**19.8076**	**1.6134**	**21.4210**	**10.1424**	**1.4843**	**11.6267**	**0.0000**	**7,100.9326**	**7,100.9326**	**1.1967**	**0.2116**	**7,182.2315**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.5288	33.1294	31.5339	0.0644	8.9963	1.6134	10.6096	4.5861	1.4843	6.0704	0.0000	6,372.8731	6,372.8731	1.1967	0.2076	6,452.4934
2023	67.2064	18.2335	34.5373	0.0718	3.9359	0.8007	4.7366	1.0502	0.7575	1.8076	0.0000	7,100.9326	7,100.9326	0.7506	0.2116	7,182.2315
Maximum	**67.2064**	**33.1294**	**34.5373**	**0.0718**	**8.9963**	**1.6134**	**10.6096**	**4.5861**	**1.4843**	**6.0704**	**0.0000**	**7,100.9326**	**7,100.9326**	**1.1967**	**0.2116**	**7,182.2315**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	45.53	0.00	41.33	49.64	0.00	41.36	0.00	0.00	0.00	0.00	0.00	0.00

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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	14.3462	4.7832	43.6191	0.0297		0.5797	0.5797		0.5797	0.5797	0.0000	5,567.0207	5,567.0207	0.1774	0.1007	5,601.4583
Energy	0.2154	1.8411	0.7834	0.0118		0.1489	0.1489		0.1489	0.1489		2,350.2853	2,350.2853	0.0451	0.0431	2,364.2519
Mobile	8.9091	8.0451	64.8939	0.1308	13.0265	0.0956	13.1221	3.4735	0.0895	3.5630		13,316.8239	13,316.8239	0.6831	0.6560	13,529.4027
Total	**23.4708**	**14.6694**	**109.2964**	**0.1723**	**13.0265**	**0.8242**	**13.8506**	**3.4735**	**0.8180**	**4.2916**	**0.0000**	**21,234.1300**	**21,234.1300**	**0.9055**	**0.7998**	**21,495.1128**

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	14.3462	4.7832	43.6191	0.0297		0.5797	0.5797		0.5797	0.5797	0.0000	5,567.0207	5,567.0207	0.1774	0.1007	5,601.4583
Energy	0.2154	1.8411	0.7834	0.0118		0.1489	0.1489		0.1489	0.1489		2,350.2853	2,350.2853	0.0451	0.0431	2,364.2519
Mobile	8.9091	8.0451	64.8939	0.1308	13.0265	0.0956	13.1221	3.4735	0.0895	3.5630		13,316.8239	13,316.8239	0.6831	0.6560	13,529.4027
Total	**23.4708**	**14.6694**	**109.2964**	**0.1723**	**13.0265**	**0.8242**	**13.8506**	**3.4735**	**0.8180**	**4.2916**	**0.0000**	**21,234.1300**	**21,234.1300**	**0.9055**	**0.7998**	**21,495.1128**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/18/2022	7/29/2022	5	10	
2	Grading	Grading	7/30/2022	8/26/2022	5	20	
3	Building Construction	Building Construction	8/27/2022	8/11/2023	5	250	
4	Architectural Coating	Architectural Coating	6/1/2023	10/18/2023	5	100	
5	Paving	Paving	9/1/2023	10/12/2023	5	30	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 0

Residential Indoor: 1,026,675; Residential Outdoor: 342,225; 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
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

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
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	365.00	54.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	73.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

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	0.0851	0.0458	0.7017	1.4400e-003	0.1506	7.9000e-004	0.1514	0.0400	7.3000e-004	0.0407		145.6432	145.6432	4.5100e-003	4.2200e-003	147.0125
Total	**0.0851**	**0.0458**	**0.7017**	**1.4400e-003**	**0.1506**	**7.9000e-004**	**0.1514**	**0.0400**	**7.3000e-004**	**0.0407**		**145.6432**	**145.6432**	**4.5100e-003**	**4.2200e-003**	**147.0125**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

3.2 Site Preparation - 2022

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					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**8.8457**	**1.6126**	**10.4582**	**4.5461**	**1.4836**	**6.0297**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

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	0.0851	0.0458	0.7017	1.4400e-003	0.1506	7.9000e-004	0.1514	0.0400	7.3000e-004	0.0407		145.6432	145.6432	4.5100e-003	4.2200e-003	147.0125
Total	**0.0851**	**0.0458**	**0.7017**	**1.4400e-003**	**0.1506**	**7.9000e-004**	**0.1514**	**0.0400**	**7.3000e-004**	**0.0407**		**145.6432**	**145.6432**	**4.5100e-003**	**4.2200e-003**	**147.0125**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**7.0826**	**0.9409**	**8.0234**	**3.4247**	**0.8656**	**4.2903**		**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

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	0.0709	0.0382	0.5848	1.2000e-003	0.1255	6.6000e-004	0.1262	0.0333	6.1000e-004	0.0339		121.3693	121.3693	3.7600e-003	3.5100e-003	122.5104
Total	**0.0709**	**0.0382**	**0.5848**	**1.2000e-003**	**0.1255**	**6.6000e-004**	**0.1262**	**0.0333**	**6.1000e-004**	**0.0339**		**121.3693**	**121.3693**	**3.7600e-003**	**3.5100e-003**	**122.5104**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

3.3 Grading - 2022

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					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**3.1872**	**0.9409**	**4.1280**	**1.5411**	**0.8656**	**2.4067**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

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	0.0709	0.0382	0.5848	1.2000e-003	0.1255	6.6000e-004	0.1262	0.0333	6.1000e-004	0.0339		121.3693	121.3693	3.7600e-003	3.5100e-003	122.5104
Total	**0.0709**	**0.0382**	**0.5848**	**1.2000e-003**	**0.1255**	**6.6000e-004**	**0.1262**	**0.0333**	**6.1000e-004**	**0.0339**		**121.3693**	**121.3693**	**3.7600e-003**	**3.5100e-003**	**122.5104**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.0970	1.8927	0.9408	8.2100e-003	0.2713	0.0235	0.2947	0.0782	0.0224	0.1006		865.2195	865.2195	7.2500e-003	0.1221	901.7750
Worker	1.7255	0.9296	14.2298	0.0292	3.0539	0.0161	3.0700	0.8100	0.0148	0.8249		2,953.3201	2,953.3201	0.0914	0.0855	2,981.0862
Total	**1.8225**	**2.8223**	**15.1705**	**0.0374**	**3.3251**	**0.0396**	**3.3647**	**0.8882**	**0.0373**	**0.9255**		**3,818.5395**	**3,818.5395**	**0.0986**	**0.2076**	**3,882.8612**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

3.4 Building Construction - 2022

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.0970	1.8927	0.9408	8.2100e-003	0.2713	0.0235	0.2947	0.0782	0.0224	0.1006		865.2195	865.2195	7.2500e-003	0.1221	901.7750
Worker	1.7255	0.9296	14.2298	0.0292	3.0539	0.0161	3.0700	0.8100	0.0148	0.8249		2,953.3201	2,953.3201	0.0914	0.0855	2,981.0862
Total	**1.8225**	**2.8223**	**15.1705**	**0.0374**	**3.3251**	**0.0396**	**3.3647**	**0.8882**	**0.0373**	**0.9255**		**3,818.5395**	**3,818.5395**	**0.0986**	**0.2076**	**3,882.8612**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.0799	1.5600	0.8984	7.9300e-003	0.2713	0.0121	0.2834	0.0782	0.0116	0.0897		835.9953	835.9953	6.4900e-003	0.1171	871.0609
Worker	1.5946	0.8214	12.9864	0.0283	3.0539	0.0151	3.0689	0.8100	0.0139	0.8239		2,856.8994	2,856.8994	0.0818	0.0788	2,882.4129
Total	**1.6745**	**2.3813**	**13.8849**	**0.0362**	**3.3251**	**0.0272**	**3.3523**	**0.8882**	**0.0254**	**0.9136**		**3,692.8948**	**3,692.8948**	**0.0883**	**0.1959**	**3,753.4738**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

3.4 Building Construction - 2023

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.0799	1.5600	0.8984	7.9300e-003	0.2713	0.0121	0.2834	0.0782	0.0116	0.0897		835.9953	835.9953	6.4900e-003	0.1171	871.0609
Worker	1.5946	0.8214	12.9864	0.0283	3.0539	0.0151	3.0689	0.8100	0.0139	0.8239		2,856.8994	2,856.8994	0.0818	0.0788	2,882.4129
Total	**1.6745**	**2.3813**	**13.8849**	**0.0362**	**3.3251**	**0.0272**	**3.3523**	**0.8882**	**0.0254**	**0.9136**		**3,692.8948**	**3,692.8948**	**0.0883**	**0.1959**	**3,753.4738**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

3.5 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	63.4485					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**63.6402**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.3189	0.1643	2.5973	5.6500e-003	0.6108	3.0100e-003	0.6138	0.1620	2.7700e-003	0.1648		571.3799	571.3799	0.0164	0.0158	576.4826
Total	**0.3189**	**0.1643**	**2.5973**	**5.6500e-003**	**0.6108**	**3.0100e-003**	**0.6138**	**0.1620**	**2.7700e-003**	**0.1648**		**571.3799**	**571.3799**	**0.0164**	**0.0158**	**576.4826**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

3.5 Architectural Coating - 2023

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	63.4485					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**63.6402**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.3189	0.1643	2.5973	5.6500e-003	0.6108	3.0100e-003	0.6138	0.1620	2.7700e-003	0.1648		571.3799	571.3799	0.0164	0.0158	576.4826
Total	**0.3189**	**0.1643**	**2.5973**	**5.6500e-003**	**0.6108**	**3.0100e-003**	**0.6138**	**0.1620**	**2.7700e-003**	**0.1648**		**571.3799**	**571.3799**	**0.0164**	**0.0158**	**576.4826**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

3.6 Paving - 2023

Unmitigated Construction 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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	0.0655	0.0338	0.5337	1.1600e-003	0.1255	6.2000e-004	0.1261	0.0333	5.7000e-004	0.0339		117.4068	117.4068	3.3600e-003	3.2400e-003	118.4553
Total	**0.0655**	**0.0338**	**0.5337**	**1.1600e-003**	**0.1255**	**6.2000e-004**	**0.1261**	**0.0333**	**5.7000e-004**	**0.0339**		**117.4068**	**117.4068**	**3.3600e-003**	**3.2400e-003**	**118.4553**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Summer

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

3.6 Paving - 2023

Mitigated Construction 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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	0.0655	0.0338	0.5337	1.1600e-003	0.1255	6.2000e-004	0.1261	0.0333	5.7000e-004	0.0339		117.4068	117.4068	3.3600e-003	3.2400e-003	118.4553
Total	**0.0655**	**0.0338**	**0.5337**	**1.1600e-003**	**0.1255**	**6.2000e-004**	**0.1261**	**0.0333**	**5.7000e-004**	**0.0339**		**117.4068**	**117.4068**	**3.3600e-003**	**3.2400e-003**	**118.4553**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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	8.9091	8.0451	64.8939	0.1308	13.0265	0.0956	13.1221	3.4735	0.0895	3.5630		13,316.8239	13,316.8239	0.6831	0.6560	13,529.4027
Unmitigated	8.9091	8.0451	64.8939	0.1308	13.0265	0.0956	13.1221	3.4735	0.0895	3.5630		13,316.8239	13,316.8239	0.6831	0.6560	13,529.4027

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,758.08	2,489.37	2073.63	5,865,015	5,865,015
Total	2,758.08	2,489.37	2,073.63	5,865,015	5,865,015

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.519370	0.060618	0.186312	0.143152	0.024585	0.006910	0.010773	0.020267	0.000881	0.000230	0.022128	0.000902	0.003872

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

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	0.2154	1.8411	0.7834	0.0118		0.1489	0.1489		0.1489	0.1489		2,350.2853	2,350.2853	0.0451	0.0431	2,364.2519
NaturalGas Unmitigated	0.2154	1.8411	0.7834	0.0118		0.1489	0.1489		0.1489	0.1489		2,350.2853	2,350.2853	0.0451	0.0431	2,364.2519

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					
Apartments Mid Rise	19977.4	0.2154	1.8411	0.7834	0.0118		0.1489	0.1489		0.1489	0.1489		2,350.2853	2,350.2853	0.0451	0.0431	2,364.2519
Total		**0.2154**	**1.8411**	**0.7834**	**0.0118**		**0.1489**	**0.1489**		**0.1489**	**0.1489**		**2,350.2853**	**2,350.2853**	**0.0451**	**0.0431**	**2,364.2519**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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					
Apartments Mid Rise	19.9774	0.2154	1.8411	0.7834	0.0118		0.1489	0.1489		0.1489	0.1489		2,350.2853	2,350.2853	0.0451	0.0431	2,364.2519
Total		**0.2154**	**1.8411**	**0.7834**	**0.0118**		**0.1489**	**0.1489**		**0.1489**	**0.1489**		**2,350.2853**	**2,350.2853**	**0.0451**	**0.0431**	**2,364.2519**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	14.3462	4.7832	43.6191	0.0297		0.5797	0.5797		0.5797	0.5797	0.0000	5,567.0207	5,567.0207	0.1774	0.1007	5,601.4583
Unmitigated	14.3462	4.7832	43.6191	0.0297		0.5797	0.5797		0.5797	0.5797	0.0000	5,567.0207	5,567.0207	0.1774	0.1007	5,601.4583

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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

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	1.7383					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.8498					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5034	4.3018	1.8306	0.0275		0.3478	0.3478		0.3478	0.3478	0.0000	5,491.7047	5,491.7047	0.1053	0.1007	5,524.3392
Landscaping	1.2547	0.4814	41.7885	2.2100e-003		0.2319	0.2319		0.2319	0.2319		75.3160	75.3160	0.0721		77.1191
Total	**14.3462**	**4.7832**	**43.6191**	**0.0297**		**0.5797**	**0.5797**		**0.5797**	**0.5797**	**0.0000**	**5,567.0207**	**5,567.0207**	**0.1774**	**0.1007**	**5,601.4583**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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	1.7383					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.8498					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5034	4.3018	1.8306	0.0275		0.3478	0.3478		0.3478	0.3478	0.0000	5,491.7047	5,491.7047	0.1053	0.1007	5,524.3392
Landscaping	1.2547	0.4814	41.7885	2.2100e-003		0.2319	0.2319		0.2319	0.2319		75.3160	75.3160	0.0721		77.1191
Total	**14.3462**	**4.7832**	**43.6191**	**0.0297**		**0.5797**	**0.5797**		**0.5797**	**0.5797**	**0.0000**	**5,567.0207**	**5,567.0207**	**0.1774**	**0.1007**	**5,601.4583**

7.0 Water Detail

7.1 Mitigation Measures Water

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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

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

11.0 Vegetation

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

Coachella EIR Addendum: Proposed Conditions

Salton Sea Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	507.00	Dwelling Unit	7.80	507,000.00	2155

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	20
Climate Zone	10			**Operational Year**	2025
Utility Company	Imperial Irrigation District				
CO2 Intensity (lb/MWhr)	189.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Assumes 1.5 year buildout - 507 DU multifamily housing.

Land Use - Assumes buildout site buildout of 65 DU/AC, total of 507 DU and population of 2,155.

Construction Phase - Assumes paving and arch coating will occur concurrently with building construction.

On-road Fugitive Dust - All roadways accessing the site are paved.

Vehicle Trips -

Road Dust - All roadways will be paved.

Construction Off-road Equipment Mitigation - Assumes adhearance to standard dust control measures per SCAQMD Rule 403.1

Woodstoves - No wood burning appliances

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	100.00
tblConstructionPhase	NumDays	230.00	250.00

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	PhaseEndDate	9/8/2023	10/18/2023
tblConstructionPhase	PhaseEndDate	7/14/2023	8/11/2023
tblConstructionPhase	PhaseEndDate	8/11/2023	10/12/2023
tblConstructionPhase	PhaseStartDate	8/12/2023	6/1/2023
tblConstructionPhase	PhaseStartDate	7/15/2023	9/1/2023
tblFireplaces	FireplaceWoodMass	2,080.00	0.00
tblLandUse	LotAcreage	13.34	7.80
tblLandUse	Population	1,638.00	2,155.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblRoadDust	RoadPercentPave	50	100

2.0 Emissions Summary

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2348	33.1307	27.4653	0.0600	19.8076	1.6134	21.4210	10.1424	1.4843	11.6267	0.0000	5,937.1960	5,937.1960	1.1966	0.2092	6,017.2811
2023	66.7466	18.3946	30.1109	0.0668	3.9359	0.8008	4.7367	1.0502	0.7575	1.8077	0.0000	6,597.8302	6,597.8302	0.7505	0.2135	6,679.6758
Maximum	**66.7466**	**33.1307**	**30.1109**	**0.0668**	**19.8076**	**1.6134**	**21.4210**	**10.1424**	**1.4843**	**11.6267**	**0.0000**	**6,597.8302**	**6,597.8302**	**1.1966**	**0.2135**	**6,679.6758**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	3.2348	33.1307	27.4653	0.0600	8.9963	1.6134	10.6096	4.5861	1.4843	6.0704	0.0000	5,937.1960	5,937.1960	1.1966	0.2092	6,017.2811
2023	66.7466	18.3946	30.1109	0.0668	3.9359	0.8008	4.7367	1.0502	0.7575	1.8077	0.0000	6,597.8302	6,597.8302	0.7505	0.2135	6,679.6758
Maximum	**66.7466**	**33.1307**	**30.1109**	**0.0668**	**8.9963**	**1.6134**	**10.6096**	**4.5861**	**1.4843**	**6.0704**	**0.0000**	**6,597.8302**	**6,597.8302**	**1.1966**	**0.2135**	**6,679.6758**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	45.53	0.00	41.33	49.64	0.00	41.36	0.00	0.00	0.00	0.00	0.00	0.00

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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	14.3462	4.7832	43.6191	0.0297		0.5797	0.5797		0.5797	0.5797	0.0000	5,567.0207	5,567.0207	0.1774	0.1007	5,601.4583
Energy	0.2154	1.8411	0.7834	0.0118		0.1489	0.1489		0.1489	0.1489		2,350.2853	2,350.2853	0.0451	0.0431	2,364.2519
Mobile	5.7925	8.6941	53.3832	0.1161	13.0265	0.0957	13.1222	3.4735	0.0896	3.5631		11,831.0557	11,831.0557	0.7186	0.6686	12,048.2752
Total	**20.3542**	**15.3183**	**97.7857**	**0.1575**	**13.0265**	**0.8243**	**13.8507**	**3.4735**	**0.8181**	**4.2917**	**0.0000**	**19,748.3618**	**19,748.3618**	**0.9411**	**0.8124**	**20,013.9854**

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	14.3462	4.7832	43.6191	0.0297		0.5797	0.5797		0.5797	0.5797	0.0000	5,567.0207	5,567.0207	0.1774	0.1007	5,601.4583
Energy	0.2154	1.8411	0.7834	0.0118		0.1489	0.1489		0.1489	0.1489		2,350.2853	2,350.2853	0.0451	0.0431	2,364.2519
Mobile	5.7925	8.6941	53.3832	0.1161	13.0265	0.0957	13.1222	3.4735	0.0896	3.5631		11,831.0557	11,831.0557	0.7186	0.6686	12,048.2752
Total	**20.3542**	**15.3183**	**97.7857**	**0.1575**	**13.0265**	**0.8243**	**13.8507**	**3.4735**	**0.8181**	**4.2917**	**0.0000**	**19,748.3618**	**19,748.3618**	**0.9411**	**0.8124**	**20,013.9854**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/18/2022	7/29/2022	5	10	
2	Grading	Grading	7/30/2022	8/26/2022	5	20	
3	Building Construction	Building Construction	8/27/2022	8/11/2023	5	250	
4	Architectural Coating	Architectural Coating	6/1/2023	10/18/2023	5	100	
5	Paving	Paving	9/1/2023	10/12/2023	5	30	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 0

Residential Indoor: 1,026,675; Residential Outdoor: 342,225; 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
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

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
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	365.00	54.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	73.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

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	0.0646	0.0471	0.4991	1.2300e-003	0.1506	7.9000e-004	0.1514	0.0400	7.3000e-004	0.0407		124.0758	124.0758	4.4700e-003	4.2700e-003	125.4604
Total	**0.0646**	**0.0471**	**0.4991**	**1.2300e-003**	**0.1506**	**7.9000e-004**	**0.1514**	**0.0400**	**7.3000e-004**	**0.0407**		**124.0758**	**124.0758**	**4.4700e-003**	**4.2700e-003**	**125.4604**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

3.2 Site Preparation - 2022

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					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**8.8457**	**1.6126**	**10.4582**	**4.5461**	**1.4836**	**6.0297**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

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	0.0646	0.0471	0.4991	1.2300e-003	0.1506	7.9000e-004	0.1514	0.0400	7.3000e-004	0.0407		124.0758	124.0758	4.4700e-003	4.2700e-003	125.4604
Total	**0.0646**	**0.0471**	**0.4991**	**1.2300e-003**	**0.1506**	**7.9000e-004**	**0.1514**	**0.0400**	**7.3000e-004**	**0.0407**		**124.0758**	**124.0758**	**4.4700e-003**	**4.2700e-003**	**125.4604**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656		2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**7.0826**	**0.9409**	**8.0234**	**3.4247**	**0.8656**	**4.2903**		**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

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	0.0539	0.0393	0.4159	1.0200e-003	0.1255	6.6000e-004	0.1262	0.0333	6.1000e-004	0.0339		103.3965	103.3965	3.7300e-003	3.5600e-003	104.5503
Total	**0.0539**	**0.0393**	**0.4159**	**1.0200e-003**	**0.1255**	**6.6000e-004**	**0.1262**	**0.0333**	**6.1000e-004**	**0.0339**		**103.3965**	**103.3965**	**3.7300e-003**	**3.5600e-003**	**104.5503**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

3.3 Grading - 2022

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					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.9486	20.8551	15.2727	0.0297		0.9409	0.9409		0.8656	0.8656	0.0000	2,872.0464	2,872.0464	0.9289		2,895.2684
Total	**1.9486**	**20.8551**	**15.2727**	**0.0297**	**3.1872**	**0.9409**	**4.1280**	**1.5411**	**0.8656**	**2.4067**	**0.0000**	**2,872.0464**	**2,872.0464**	**0.9289**		**2,895.2684**

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	0.0539	0.0393	0.4159	1.0200e-003	0.1255	6.6000e-004	0.1262	0.0333	6.1000e-004	0.0339		103.3965	103.3965	3.7300e-003	3.5600e-003	104.5503
Total	**0.0539**	**0.0393**	**0.4159**	**1.0200e-003**	**0.1255**	**6.6000e-004**	**0.1262**	**0.0333**	**6.1000e-004**	**0.0339**		**103.3965**	**103.3965**	**3.7300e-003**	**3.5600e-003**	**104.5503**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.0910	2.0457	0.9810	8.2200e-003	0.2713	0.0236	0.2948	0.0782	0.0225	0.1007		866.8811	866.8811	7.0600e-003	0.1226	903.5915
Worker	1.3108	0.9558	10.1209	0.0249	3.0539	0.0161	3.0700	0.8100	0.0148	0.8249		2,515.9813	2,515.9813	0.0907	0.0866	2,544.0574
Total	**1.4018**	**3.0015**	**11.1019**	**0.0331**	**3.3251**	**0.0397**	**3.3648**	**0.8882**	**0.0374**	**0.9256**		**3,382.8624**	**3,382.8624**	**0.0978**	**0.2092**	**3,447.6489**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

3.4 Building Construction - 2022

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

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	0.0910	2.0457	0.9810	8.2200e-003	0.2713	0.0236	0.2948	0.0782	0.0225	0.1007		866.8811	866.8811	7.0600e-003	0.1226	903.5915
Worker	1.3108	0.9558	10.1209	0.0249	3.0539	0.0161	3.0700	0.8100	0.0148	0.8249		2,515.9813	2,515.9813	0.0907	0.0866	2,544.0574
Total	**1.4018**	**3.0015**	**11.1019**	**0.0331**	**3.3251**	**0.0397**	**3.3648**	**0.8882**	**0.0374**	**0.9256**		**3,382.8624**	**3,382.8624**	**0.0978**	**0.2092**	**3,447.6489**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**		**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.0732	1.6948	0.9333	7.9600e-003	0.2713	0.0122	0.2834	0.0782	0.0116	0.0898		839.0392	839.0392	6.2700e-003	0.1179	874.3161
Worker	1.2170	0.8433	9.2687	0.0241	3.0539	0.0151	3.0689	0.8100	0.0139	0.8239		2,435.1109	2,435.1109	0.0817	0.0797	2,460.9038
Total	**1.2903**	**2.5380**	**10.2020**	**0.0321**	**3.3251**	**0.0272**	**3.3523**	**0.8882**	**0.0255**	**0.9137**		**3,274.1501**	**3,274.1501**	**0.0880**	**0.1976**	**3,335.2200**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

3.4 Building Construction - 2023

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	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

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	0.0732	1.6948	0.9333	7.9600e-003	0.2713	0.0122	0.2834	0.0782	0.0116	0.0898		839.0392	839.0392	6.2700e-003	0.1179	874.3161
Worker	1.2170	0.8433	9.2687	0.0241	3.0539	0.0151	3.0689	0.8100	0.0139	0.8239		2,435.1109	2,435.1109	0.0817	0.0797	2,460.9038
Total	**1.2903**	**2.5380**	**10.2020**	**0.0321**	**3.3251**	**0.0272**	**3.3523**	**0.8882**	**0.0255**	**0.9137**		**3,274.1501**	**3,274.1501**	**0.0880**	**0.1976**	**3,335.2200**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

3.5 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	63.4485					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**63.6402**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.2434	0.1687	1.8537	4.8200e-003	0.6108	3.0100e-003	0.6138	0.1620	2.7700e-003	0.1648		487.0222	487.0222	0.0164	0.0159	492.1808
Total	**0.2434**	**0.1687**	**1.8537**	**4.8200e-003**	**0.6108**	**3.0100e-003**	**0.6138**	**0.1620**	**2.7700e-003**	**0.1648**		**487.0222**	**487.0222**	**0.0164**	**0.0159**	**492.1808**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

3.5 Architectural Coating - 2023

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	63.4485					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**63.6402**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

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	0.2434	0.1687	1.8537	4.8200e-003	0.6108	3.0100e-003	0.6138	0.1620	2.7700e-003	0.1648		487.0222	487.0222	0.0164	0.0159	492.1808
Total	**0.2434**	**0.1687**	**1.8537**	**4.8200e-003**	**0.6108**	**3.0100e-003**	**0.6138**	**0.1620**	**2.7700e-003**	**0.1648**		**487.0222**	**487.0222**	**0.0164**	**0.0159**	**492.1808**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

3.6 Paving - 2023

Unmitigated Construction 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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**		**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	0.0500	0.0347	0.3809	9.9000e-004	0.1255	6.2000e-004	0.1261	0.0333	5.7000e-004	0.0339		100.0731	100.0731	3.3600e-003	3.2800e-003	101.1330
Total	**0.0500**	**0.0347**	**0.3809**	**9.9000e-004**	**0.1255**	**6.2000e-004**	**0.1261**	**0.0333**	**5.7000e-004**	**0.0339**		**100.0731**	**100.0731**	**3.3600e-003**	**3.2800e-003**	**101.1330**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Winter

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

3.6 Paving - 2023

Mitigated Construction 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	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0327**	**10.1917**	**14.5842**	**0.0228**		**0.5102**	**0.5102**		**0.4694**	**0.4694**	**0.0000**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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	0.0500	0.0347	0.3809	9.9000e-004	0.1255	6.2000e-004	0.1261	0.0333	5.7000e-004	0.0339		100.0731	100.0731	3.3600e-003	3.2800e-003	101.1330
Total	**0.0500**	**0.0347**	**0.3809**	**9.9000e-004**	**0.1255**	**6.2000e-004**	**0.1261**	**0.0333**	**5.7000e-004**	**0.0339**		**100.0731**	**100.0731**	**3.3600e-003**	**3.2800e-003**	**101.1330**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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	5.7925	8.6941	53.3832	0.1161	13.0265	0.0957	13.1222	3.4735	0.0896	3.5631		11,831.0557	11,831.0557	0.7186	0.6686	12,048.2752
Unmitigated	5.7925	8.6941	53.3832	0.1161	13.0265	0.0957	13.1222	3.4735	0.0896	3.5631		11,831.0557	11,831.0557	0.7186	0.6686	12,048.2752

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,758.08	2,489.37	2073.63	5,865,015	5,865,015
Total	2,758.08	2,489.37	2,073.63	5,865,015	5,865,015

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.519370	0.060618	0.186312	0.143152	0.024585	0.006910	0.010773	0.020267	0.000881	0.000230	0.022128	0.000902	0.003872

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

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	0.2154	1.8411	0.7834	0.0118		0.1489	0.1489		0.1489	0.1489		2,350.2853	2,350.2853	0.0451	0.0431	2,364.2519
NaturalGas Unmitigated	0.2154	1.8411	0.7834	0.0118		0.1489	0.1489		0.1489	0.1489		2,350.2853	2,350.2853	0.0451	0.0431	2,364.2519

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					
Apartments Mid Rise	19977.4	0.2154	1.8411	0.7834	0.0118		0.1489	0.1489		0.1489	0.1489		2,350.2853	2,350.2853	0.0451	0.0431	2,364.2519
Total		**0.2154**	**1.8411**	**0.7834**	**0.0118**		**0.1489**	**0.1489**		**0.1489**	**0.1489**		**2,350.2853**	**2,350.2853**	**0.0451**	**0.0431**	**2,364.2519**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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					
Apartments Mid Rise	19.9774	0.2154	1.8411	0.7834	0.0118		0.1489	0.1489		0.1489	0.1489		2,350.2853	2,350.2853	0.0451	0.0431	2,364.2519
Total		**0.2154**	**1.8411**	**0.7834**	**0.0118**		**0.1489**	**0.1489**		**0.1489**	**0.1489**		**2,350.2853**	**2,350.2853**	**0.0451**	**0.0431**	**2,364.2519**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	14.3462	4.7832	43.6191	0.0297		0.5797	0.5797		0.5797	0.5797	0.0000	5,567.0207	5,567.0207	0.1774	0.1007	5,601.4583
Unmitigated	14.3462	4.7832	43.6191	0.0297		0.5797	0.5797		0.5797	0.5797	0.0000	5,567.0207	5,567.0207	0.1774	0.1007	5,601.4583

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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

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	1.7383					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.8498					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5034	4.3018	1.8306	0.0275		0.3478	0.3478		0.3478	0.3478	0.0000	5,491.7047	5,491.7047	0.1053	0.1007	5,524.3392
Landscaping	1.2547	0.4814	41.7885	2.2100e-003		0.2319	0.2319		0.2319	0.2319		75.3160	75.3160	0.0721		77.1191
Total	**14.3462**	**4.7832**	**43.6191**	**0.0297**		**0.5797**	**0.5797**		**0.5797**	**0.5797**	**0.0000**	**5,567.0207**	**5,567.0207**	**0.1774**	**0.1007**	**5,601.4583**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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	1.7383					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	10.8498					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.5034	4.3018	1.8306	0.0275		0.3478	0.3478		0.3478	0.3478	0.0000	5,491.7047	5,491.7047	0.1053	0.1007	5,524.3392
Landscaping	1.2547	0.4814	41.7885	2.2100e-003		0.2319	0.2319		0.2319	0.2319		75.3160	75.3160	0.0721		77.1191
Total	**14.3462**	**4.7832**	**43.6191**	**0.0297**		**0.5797**	**0.5797**		**0.5797**	**0.5797**	**0.0000**	**5,567.0207**	**5,567.0207**	**0.1774**	**0.1007**	**5,601.4583**

7.0 Water Detail

7.1 Mitigation Measures Water

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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

11.0 Vegetation

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

Coachella EIR Addendum: Proposed Conditions

Salton Sea Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	507.00	Dwelling Unit	7.80	507,000.00	2155

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.4	**Precipitation Freq (Days)**	20
Climate Zone	10			**Operational Year**	2025
Utility Company	Imperial Irrigation District				
CO2 Intensity (lb/MWhr)	189.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Assumes 1.5 year buildout - 507 DU multifamily housing.

Land Use - Assumes buildout site buildout of 65 DU/AC, total of 507 DU and population of 2,155.

Construction Phase - Assumes paving and arch coating will occur concurrently with building construction.

On-road Fugitive Dust - All roadways accessing the site are paved.

Vehicle Trips -

Road Dust - All roadways will be paved.

Construction Off-road Equipment Mitigation - Assumes adhearance to standard dust control measures per SCAQMD Rule 403.1

Woodstoves - No wood burning appliances

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	100.00
tblConstructionPhase	NumDays	230.00	250.00

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Annual

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

tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	PhaseEndDate	9/8/2023	10/18/2023
tblConstructionPhase	PhaseEndDate	7/14/2023	8/11/2023
tblConstructionPhase	PhaseEndDate	8/11/2023	10/12/2023
tblConstructionPhase	PhaseStartDate	8/12/2023	6/1/2023
tblConstructionPhase	PhaseStartDate	7/15/2023	9/1/2023
tblFireplaces	FireplaceWoodMass	2,080.00	0.00
tblLandUse	LotAcreage	13.34	7.80
tblLandUse	Population	1,638.00	2,155.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	HaulingPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	VendorPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblRoadDust	RoadPercentPave	50	100

2.0 Emissions Summary

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Annual

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					
2022	0.1801	1.2092	1.5492	3.2800e-003	0.3190	0.0557	0.3746	0.1248	0.0520	0.1768	0.0000	293.8962	293.8962	0.0428	8.5200e-003	297.5048
2023	3.4466	1.5751	2.6225	5.6200e-003	0.2949	0.0695	0.3644	0.0788	0.0654	0.1442	0.0000	503.1411	503.1411	0.0616	0.0150	509.1410
Maximum	**3.4466**	**1.5751**	**2.6225**	**5.6200e-003**	**0.3190**	**0.0695**	**0.3746**	**0.1248**	**0.0654**	**0.1768**	**0.0000**	**503.1411**	**503.1411**	**0.0616**	**0.0150**	**509.1410**

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					
2022	0.1801	1.2092	1.5492	3.2800e-003	0.2260	0.0557	0.2816	0.0782	0.0520	0.1302	0.0000	293.8960	293.8960	0.0428	8.5200e-003	297.5046
2023	3.4466	1.5751	2.6225	5.6200e-003	0.2949	0.0695	0.3644	0.0788	0.0654	0.1442	0.0000	503.1408	503.1408	0.0616	0.0150	509.1407
Maximum	**3.4466**	**1.5751**	**2.6225**	**5.6200e-003**	**0.2949**	**0.0695**	**0.3644**	**0.0788**	**0.0654**	**0.1442**	**0.0000**	**503.1408**	**503.1408**	**0.0616**	**0.0150**	**509.1407**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, 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	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**15.15**	**0.00**	**12.58**	**22.89**	**0.00**	**14.52**	**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)
1	**7-18-2022**	**10-17-2022**	0.7915	0.7915
2	**10-18-2022**	**1-17-2023**	0.7021	0.7021
3	**1-18-2023**	**4-17-2023**	0.6374	0.6374
4	**4-18-2023**	**7-17-2023**	1.7487	1.7487
5	**7-18-2023**	**9-30-2023**	2.0525	2.0525
		Highest	2.0525	2.0525

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.4113	0.0526	3.7649	2.6000e-004		0.0216	0.0216		0.0216	0.0216	0.0000	16.8606	16.8606	6.0900e-003	2.0000e-004	17.0715
Energy	0.0393	0.3360	0.1430	2.1400e-003		0.0272	0.0272		0.0272	0.0272	0.0000	562.1288	562.1288	0.0375	0.0108	566.2779
Mobile	1.1773	1.4560	9.5839	0.0211	2.2272	0.0165	2.2438	0.5945	0.0155	0.6099	0.0000	1,947.9318	1,947.9318	0.1072	0.1031	1,981.3483
Waste						0.0000	0.0000		0.0000	0.0000	47.3416	0.0000	47.3416	2.7978	0.0000	117.2867
Water						0.0000	0.0000		0.0000	0.0000	10.4799	57.0031	67.4829	1.0863	0.0266	102.5716
Total	**3.6279**	**1.8446**	**13.4918**	**0.0235**	**2.2272**	**0.0653**	**2.2925**	**0.5945**	**0.0643**	**0.6587**	**57.8214**	**2,583.9242**	**2,641.7456**	**4.0349**	**0.1407**	**2,784.5560**

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	2.4113	0.0526	3.7649	2.6000e-004		0.0216	0.0216		0.0216	0.0216	0.0000	16.8606	16.8606	6.0900e-003	2.0000e-004	17.0715
Energy	0.0393	0.3360	0.1430	2.1400e-003		0.0272	0.0272		0.0272	0.0272	0.0000	562.1288	562.1288	0.0375	0.0108	566.2779
Mobile	1.1773	1.4560	9.5839	0.0211	2.2272	0.0165	2.2438	0.5945	0.0155	0.6099	0.0000	1,947.9318	1,947.9318	0.1072	0.1031	1,981.3483
Waste						0.0000	0.0000		0.0000	0.0000	47.3416	0.0000	47.3416	2.7978	0.0000	117.2867
Water						0.0000	0.0000		0.0000	0.0000	10.4799	57.0031	67.4829	1.0863	0.0266	102.5716
Total	**3.6279**	**1.8446**	**13.4918**	**0.0235**	**2.2272**	**0.0653**	**2.2925**	**0.5945**	**0.0643**	**0.6587**	**57.8214**	**2,583.9242**	**2,641.7456**	**4.0349**	**0.1407**	**2,784.5560**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/18/2022	7/29/2022	5	10	
2	Grading	Grading	7/30/2022	8/26/2022	5	20	
3	Building Construction	Building Construction	8/27/2022	8/11/2023	5	250	

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

4	Architectural Coating	Architectural Coating	6/1/2023	10/18/2023	5	100	
5	Paving	Paving	9/1/2023	10/12/2023	5	30	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 0

Residential Indoor: 1,026,675; Residential Outdoor: 342,225; 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
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
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
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Annual

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

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	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	365.00	54.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	73.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0983**	**8.0600e-003**	**0.1064**	**0.0505**	**7.4200e-003**	**0.0579**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Annual

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

3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.3000e-004	2.8000e-003	1.0000e-005	7.4000e-004	0.0000	7.5000e-004	2.0000e-004	0.0000	2.0000e-004	0.0000	0.6021	0.6021	2.0000e-005	2.0000e-005	0.6083
Total	**3.4000e-004**	**2.3000e-004**	**2.8000e-003**	**1.0000e-005**	**7.4000e-004**	**0.0000**	**7.5000e-004**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**0.6021**	**0.6021**	**2.0000e-005**	**2.0000e-005**	**0.6083**

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					0.0442	0.0000	0.0442	0.0227	0.0000	0.0227	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	**0.0159**	**0.1654**	**0.0985**	**1.9000e-004**	**0.0442**	**8.0600e-003**	**0.0523**	**0.0227**	**7.4200e-003**	**0.0302**	**0.0000**	**16.7197**	**16.7197**	**5.4100e-003**	**0.0000**	**16.8549**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Annual

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

3.2 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	2.3000e-004	2.8000e-003	1.0000e-005	7.4000e-004	0.0000	7.5000e-004	2.0000e-004	0.0000	2.0000e-004	0.0000	0.6021	0.6021	2.0000e-005	2.0000e-005	0.6083
Total	**3.4000e-004**	**2.3000e-004**	**2.8000e-003**	**1.0000e-005**	**7.4000e-004**	**0.0000**	**7.5000e-004**	**2.0000e-004**	**0.0000**	**2.0000e-004**	**0.0000**	**0.6021**	**0.6021**	**2.0000e-005**	**2.0000e-005**	**0.6083**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0708	0.0000	0.0708	0.0343	0.0000	0.0343	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0195	0.2086	0.1527	3.0000e-004		9.4100e-003	9.4100e-003		8.6600e-003	8.6600e-003	0.0000	26.0548	26.0548	8.4300e-003	0.0000	26.2654
Total	**0.0195**	**0.2086**	**0.1527**	**3.0000e-004**	**0.0708**	**9.4100e-003**	**0.0802**	**0.0343**	**8.6600e-003**	**0.0429**	**0.0000**	**26.0548**	**26.0548**	**8.4300e-003**	**0.0000**	**26.2654**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Annual

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

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	3.8000e-004	4.6700e-003	1.0000e-005	1.2400e-003	1.0000e-005	1.2500e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0036	1.0036	3.0000e-005	3.0000e-005	1.0139
Total	**5.7000e-004**	**3.8000e-004**	**4.6700e-003**	**1.0000e-005**	**1.2400e-003**	**1.0000e-005**	**1.2500e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0036**	**1.0036**	**3.0000e-005**	**3.0000e-005**	**1.0139**

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					0.0319	0.0000	0.0319	0.0154	0.0000	0.0154	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0195	0.2086	0.1527	3.0000e-004		9.4100e-003	9.4100e-003		8.6600e-003	8.6600e-003	0.0000	26.0547	26.0547	8.4300e-003	0.0000	26.2654
Total	**0.0195**	**0.2086**	**0.1527**	**3.0000e-004**	**0.0319**	**9.4100e-003**	**0.0413**	**0.0154**	**8.6600e-003**	**0.0241**	**0.0000**	**26.0547**	**26.0547**	**8.4300e-003**	**0.0000**	**26.2654**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Annual

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

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	3.8000e-004	4.6700e-003	1.0000e-005	1.2400e-003	1.0000e-005	1.2500e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0036	1.0036	3.0000e-005	3.0000e-005	1.0139
Total	**5.7000e-004**	**3.8000e-004**	**4.6700e-003**	**1.0000e-005**	**1.2400e-003**	**1.0000e-005**	**1.2500e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.0036**	**1.0036**	**3.0000e-005**	**3.0000e-005**	**1.0139**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0768	0.7027	0.7364	1.2100e-003		0.0364	0.0364		0.0343	0.0343	0.0000	104.2764	104.2764	0.0250	0.0000	104.9009
Total	**0.0768**	**0.7027**	**0.7364**	**1.2100e-003**		**0.0364**	**0.0364**		**0.0343**	**0.0343**	**0.0000**	**104.2764**	**104.2764**	**0.0250**	**0.0000**	**104.9009**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Annual

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

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-003	0.0900	0.0431	3.7000e-004	0.0121	1.0600e-003	0.0132	3.4900e-003	1.0100e-003	4.5000e-003	0.0000	35.3496	35.3496	2.9000e-004	4.9900e-003	36.8453
Worker	0.0629	0.0419	0.5112	1.2000e-003	0.1358	7.3000e-004	0.1365	0.0361	6.7000e-004	0.0367	0.0000	109.8901	109.8901	3.5900e-003	3.4800e-003	111.0161
Total	**0.0671**	**0.1319**	**0.5542**	**1.5700e-003**	**0.1479**	**1.7900e-003**	**0.1497**	**0.0395**	**1.6800e-003**	**0.0412**	**0.0000**	**145.2397**	**145.2397**	**3.8800e-003**	**8.4700e-003**	**147.8614**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0768	0.7027	0.7364	1.2100e-003		0.0364	0.0364		0.0343	0.0343	0.0000	104.2762	104.2762	0.0250	0.0000	104.9008
Total	**0.0768**	**0.7027**	**0.7364**	**1.2100e-003**		**0.0364**	**0.0364**		**0.0343**	**0.0343**	**0.0000**	**104.2762**	**104.2762**	**0.0250**	**0.0000**	**104.9008**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Annual

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

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-003	0.0900	0.0431	3.7000e-004	0.0121	1.0600e-003	0.0132	3.4900e-003	1.0100e-003	4.5000e-003	0.0000	35.3496	35.3496	2.9000e-004	4.9900e-003	36.8453
Worker	0.0629	0.0419	0.5112	1.2000e-003	0.1358	7.3000e-004	0.1365	0.0361	6.7000e-004	0.0367	0.0000	109.8901	109.8901	3.5900e-003	3.4800e-003	111.0161
Total	**0.0671**	**0.1319**	**0.5542**	**1.5700e-003**	**0.1479**	**1.7900e-003**	**0.1497**	**0.0395**	**1.6800e-003**	**0.0412**	**0.0000**	**145.2397**	**145.2397**	**3.8800e-003**	**8.4700e-003**	**147.8614**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1258	1.1508	1.2995	2.1600e-003		0.0560	0.0560		0.0527	0.0527	0.0000	185.4438	185.4438	0.0441	0.0000	186.5467
Total	**0.1258**	**1.1508**	**1.2995**	**2.1600e-003**		**0.0560**	**0.0560**		**0.0527**	**0.0527**	**0.0000**	**185.4438**	**185.4438**	**0.0441**	**0.0000**	**186.5467**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Annual

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

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.0800e-003	0.1318	0.0730	6.4000e-004	0.0215	9.7000e-004	0.0225	6.2000e-003	9.3000e-004	7.1300e-003	0.0000	60.7649	60.7649	4.6000e-004	8.5300e-003	63.3174
Worker	0.1035	0.0658	0.8304	2.0600e-003	0.2414	1.2000e-003	0.2426	0.0641	1.1100e-003	0.0652	0.0000	189.0393	189.0393	5.7400e-003	5.6900e-003	190.8779
Total	**0.1096**	**0.1976**	**0.9034**	**2.7000e-003**	**0.2629**	**2.1700e-003**	**0.2651**	**0.0703**	**2.0400e-003**	**0.0723**	**0.0000**	**249.8042**	**249.8042**	**6.2000e-003**	**0.0142**	**254.1952**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1258	1.1508	1.2995	2.1600e-003		0.0560	0.0560		0.0527	0.0527	0.0000	185.4436	185.4436	0.0441	0.0000	186.5464
Total	**0.1258**	**1.1508**	**1.2995**	**2.1600e-003**		**0.0560**	**0.0560**		**0.0527**	**0.0527**	**0.0000**	**185.4436**	**185.4436**	**0.0441**	**0.0000**	**186.5464**

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

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.0800e-003	0.1318	0.0730	6.4000e-004	0.0215	9.7000e-004	0.0225	6.2000e-003	9.3000e-004	7.1300e-003	0.0000	60.7649	60.7649	4.6000e-004	8.5300e-003	63.3174
Worker	0.1035	0.0658	0.8304	2.0600e-003	0.2414	1.2000e-003	0.2426	0.0641	1.1100e-003	0.0652	0.0000	189.0393	189.0393	5.7400e-003	5.6900e-003	190.8779
Total	**0.1096**	**0.1976**	**0.9034**	**2.7000e-003**	**0.2629**	**2.1700e-003**	**0.2651**	**0.0703**	**2.0400e-003**	**0.0723**	**0.0000**	**249.8042**	**249.8042**	**6.2000e-003**	**0.0142**	**254.1952**

3.5 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.1724					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5800e-003	0.0652	0.0906	1.5000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	12.7663	12.7663	7.6000e-004	0.0000	12.7854
Total	**3.1820**	**0.0652**	**0.0906**	**1.5000e-004**		**3.5400e-003**	**3.5400e-003**		**3.5400e-003**	**3.5400e-003**	**0.0000**	**12.7663**	**12.7663**	**7.6000e-004**	**0.0000**	**12.7854**

Coachella EIR Addendum: Proposed Conditions - Salton Sea Air Basin, Annual

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

3.5 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0129	8.2200e-003	0.1038	2.6000e-004	0.0302	1.5000e-004	0.0303	8.0100e-003	1.4000e-004	8.1500e-003	0.0000	23.6299	23.6299	7.2000e-004	7.1000e-004	23.8597
Total	**0.0129**	**8.2200e-003**	**0.1038**	**2.6000e-004**	**0.0302**	**1.5000e-004**	**0.0303**	**8.0100e-003**	**1.4000e-004**	**8.1500e-003**	**0.0000**	**23.6299**	**23.6299**	**7.2000e-004**	**7.1000e-004**	**23.8597**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.1724					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5800e-003	0.0652	0.0906	1.5000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	12.7663	12.7663	7.6000e-004	0.0000	12.7854
Total	**3.1820**	**0.0652**	**0.0906**	**1.5000e-004**		**3.5400e-003**	**3.5400e-003**		**3.5400e-003**	**3.5400e-003**	**0.0000**	**12.7663**	**12.7663**	**7.6000e-004**	**0.0000**	**12.7854**

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

3.5 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0129	8.2200e-003	0.1038	2.6000e-004	0.0302	1.5000e-004	0.0303	8.0100e-003	1.4000e-004	8.1500e-003	0.0000	23.6299	23.6299	7.2000e-004	7.1000e-004	23.8597
Total	**0.0129**	**8.2200e-003**	**0.1038**	**2.6000e-004**	**0.0302**	**1.5000e-004**	**0.0303**	**8.0100e-003**	**1.4000e-004**	**8.1500e-003**	**0.0000**	**23.6299**	**23.6299**	**7.2000e-004**	**7.1000e-004**	**23.8597**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0155	0.1529	0.2188	3.4000e-004		7.6500e-003	7.6500e-003		7.0400e-003	7.0400e-003	0.0000	30.0403	30.0403	9.7200e-003	0.0000	30.2832
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0155**	**0.1529**	**0.2188**	**3.4000e-004**		**7.6500e-003**	**7.6500e-003**		**7.0400e-003**	**7.0400e-003**	**0.0000**	**30.0403**	**30.0403**	**9.7200e-003**	**0.0000**	**30.2832**

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

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-004	5.1000e-004	6.4000e-003	2.0000e-005	1.8600e-003	1.0000e-005	1.8700e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.4566	1.4566	4.0000e-005	4.0000e-005	1.4708
Total	**8.0000e-004**	**5.1000e-004**	**6.4000e-003**	**2.0000e-005**	**1.8600e-003**	**1.0000e-005**	**1.8700e-003**	**4.9000e-004**	**1.0000e-005**	**5.0000e-004**	**0.0000**	**1.4566**	**1.4566**	**4.0000e-005**	**4.0000e-005**	**1.4708**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0155	0.1529	0.2188	3.4000e-004		7.6500e-003	7.6500e-003		7.0400e-003	7.0400e-003	0.0000	30.0403	30.0403	9.7200e-003	0.0000	30.2832
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0155**	**0.1529**	**0.2188**	**3.4000e-004**		**7.6500e-003**	**7.6500e-003**		**7.0400e-003**	**7.0400e-003**	**0.0000**	**30.0403**	**30.0403**	**9.7200e-003**	**0.0000**	**30.2832**

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

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-004	5.1000e-004	6.4000e-003	2.0000e-005	1.8600e-003	1.0000e-005	1.8700e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.4566	1.4566	4.0000e-005	4.0000e-005	1.4708
Total	**8.0000e-004**	**5.1000e-004**	**6.4000e-003**	**2.0000e-005**	**1.8600e-003**	**1.0000e-005**	**1.8700e-003**	**4.9000e-004**	**1.0000e-005**	**5.0000e-004**	**0.0000**	**1.4566**	**1.4566**	**4.0000e-005**	**4.0000e-005**	**1.4708**

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	1.1773	1.4560	9.5839	0.0211	2.2272	0.0165	2.2438	0.5945	0.0155	0.6099	0.0000	1,947.9318	1,947.9318	0.1072	0.1031	1,981.3483
Unmitigated	1.1773	1.4560	9.5839	0.0211	2.2272	0.0165	2.2438	0.5945	0.0155	0.6099	0.0000	1,947.9318	1,947.9318	0.1072	0.1031	1,981.3483

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,758.08	2,489.37	2073.63	5,865,015	5,865,015
Total	2,758.08	2,489.37	2,073.63	5,865,015	5,865,015

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.519370	0.060618	0.186312	0.143152	0.024585	0.006910	0.010773	0.020267	0.000881	0.000230	0.022128	0.000902	0.003872

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	173.0127	173.0127	0.0301	3.6400e-003	174.8495
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	173.0127	173.0127	0.0301	3.6400e-003	174.8495
NaturalGas Mitigated	0.0393	0.3360	0.1430	2.1400e-003		0.0272	0.0272		0.0272	0.0272	0.0000	389.1161	389.1161	7.4600e-003	7.1300e-003	391.4284
NaturalGas Unmitigated	0.0393	0.3360	0.1430	2.1400e-003		0.0272	0.0272		0.0272	0.0272	0.0000	389.1161	389.1161	7.4600e-003	7.1300e-003	391.4284

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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					
Apartments Mid Rise	7.29176e+006	0.0393	0.3360	0.1430	2.1400e-003		0.0272	0.0272		0.0272	0.0272	0.0000	389.1161	389.1161	7.4600e-003	7.1300e-003	391.4284
Total		**0.0393**	**0.3360**	**0.1430**	**2.1400e-003**		**0.0272**	**0.0272**		**0.0272**	**0.0272**	**0.0000**	**389.1161**	**389.1161**	**7.4600e-003**	**7.1300e-003**	**391.4284**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	7.29176e+006	0.0393	0.3360	0.1430	2.1400e-003		0.0272	0.0272		0.0272	0.0272	0.0000	389.1161	389.1161	7.4600e-003	7.1300e-003	391.4284
Total		**0.0393**	**0.3360**	**0.1430**	**2.1400e-003**		**0.0272**	**0.0272**		**0.0272**	**0.0272**	**0.0000**	**389.1161**	**389.1161**	**7.4600e-003**	**7.1300e-003**	**391.4284**

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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			
Apartments Mid Rise	2.00773e+006	173.0127	0.0301	3.6400e-003	174.8495
Total		**173.0127**	**0.0301**	**3.6400e-003**	**174.8495**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	2.00773e+006	173.0127	0.0301	3.6400e-003	174.8495
Total		**173.0127**	**0.0301**	**3.6400e-003**	**174.8495**

6.0 Area Detail

6.1 Mitigation Measures Area

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	tons/yr										MT/yr					
Mitigated	2.4113	0.0526	3.7649	2.6000e-004		0.0216	0.0216		0.0216	0.0216	0.0000	16.8606	16.8606	6.0900e-003	2.0000e-004	17.0715
Unmitigated	2.4113	0.0526	3.7649	2.6000e-004		0.0216	0.0216		0.0216	0.0216	0.0000	16.8606	16.8606	6.0900e-003	2.0000e-004	17.0715

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3172					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.9801					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.0800e-003	9.2500e-003	3.9400e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	10.7113	10.7113	2.1000e-004	2.0000e-004	10.7749
Landscaping	0.1129	0.0433	3.7610	2.0000e-004		0.0209	0.0209		0.0209	0.0209	0.0000	6.1493	6.1493	5.8900e-003	0.0000	6.2965
Total	**2.4113**	**0.0526**	**3.7649**	**2.6000e-004**		**0.0216**	**0.0216**		**0.0216**	**0.0216**	**0.0000**	**16.8606**	**16.8606**	**6.1000e-003**	**2.0000e-004**	**17.0715**

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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	0.3172					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.9801					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.0800e-003	9.2500e-003	3.9400e-003	6.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	10.7113	10.7113	2.1000e-004	2.0000e-004	10.7749
Landscaping	0.1129	0.0433	3.7610	2.0000e-004		0.0209	0.0209		0.0209	0.0209	0.0000	6.1493	6.1493	5.8900e-003	0.0000	6.2965
Total	**2.4113**	**0.0526**	**3.7649**	**2.6000e-004**		**0.0216**	**0.0216**		**0.0216**	**0.0216**	**0.0000**	**16.8606**	**16.8606**	**6.1000e-003**	**2.0000e-004**	**17.0715**

7.0 Water Detail

7.1 Mitigation Measures Water

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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	67.4829	1.0863	0.0266	102.5716
Unmitigated	67.4829	1.0863	0.0266	102.5716

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	33.0331 / 20.8252	67.4829	1.0863	0.0266	102.5716
Total		**67.4829**	**1.0863**	**0.0266**	**102.5716**

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			
Apartments Mid Rise	33.0331 / 20.8252	67.4829	1.0863	0.0266	102.5716
Total		**67.4829**	**1.0863**	**0.0266**	**102.5716**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	47.3416	2.7978	0.0000	117.2867
Unmitigated	47.3416	2.7978	0.0000	117.2867

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			
Apartments Mid Rise	233.22	47.3416	2.7978	0.0000	117.2867
Total		**47.3416**	**2.7978**	**0.0000**	**117.2867**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	233.22	47.3416	2.7978	0.0000	117.2867
Total		**47.3416**	**2.7978**	**0.0000**	**117.2867**

9.0 Operational Offroad

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

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

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

11.0 Vegetation