



August 26, 2021

c/o Ms. Caroline Legrand
The Ridge Wellness Center
21352 Rambla Vista
Malibu, CA 90265

SUBJECT: RIDGE RANCH TRIP GENERATION AND VEHICLE MILES TRAVELLED (VMT) SCREENING EVALUATION

Dear Ms. Caroline Legrand:

The following Trip Generation and Vehicle Miles Travelled (VMT) Screening Evaluation has been prepared for the proposed Ridge Ranch development (**Project**), which is located at 56475 Apple Canyon Road in the County of Riverside.

PROJECT OVERVIEW

The Project will provide a recreation and education-based healing ranch with 36 guest accommodations with the main goal of providing guests the opportunity to reconnect with nature. It is intended as a refuge for all who wish to educate themselves on a healthier lifestyle and gain more knowledge on all things nature, environment, food and ecosystems. Specifics on the proposed Project buildings and uses are provided below:

- | | |
|---|---|
| <ol style="list-style-type: none">1. Guest Cabins 16,767 square feet (SF)<ul style="list-style-type: none">• 30 rooms• 6 tents x 300 SF• Storage2. Common Areas Building 4,373 SF<ul style="list-style-type: none">• Lounge• Commercial Kitchen• Dining (48 seats)3. Wellness Cabins 3,429 SF | <ol style="list-style-type: none">4. Main Greenhouse 972 SF<ul style="list-style-type: none">• Herbs/citrus/flowers• Interactive area for guests5. Activity Hub Building 1,092 SF<ul style="list-style-type: none">• Juice Bar/Tea Station• Stretching• Outdoor Lap Pool6. Wellness Basecamp 3,409 SF7. Admin & Storage Building 1,289 SF |
|---|---|

Totalling 31,331 SF

PROJECT TRIP GENERATION

Trips anticipated to be generated by the Project have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. (3) The Project's uniqueness makes matching it with an existing trip rate in the ITE manual challenging. In an effort to overstate as opposed to understate potential impacts, the ITE trip rate for hotel was chosen as a suitable proxy. Based on these trip rates, the Project is anticipated to generate approximately 302 vehicle trip-ends (i.e., includes both inbound and outbound trips) per day (see Attachment A). It is acknowledged that in light of the limited number of guest accommodations (36) and a maximum number of 51 employees with only 35 on-site at any given time, the daily trip estimate would appear to be conservative. As the Project is anticipated to generate fewer than 500 daily vehicle trips and well below the County's threshold of 100 peak hour trips, a level of service (LOS) analysis does not appear to be warranted. However, this may not preclude the need for a focused site access analysis if determined to be warranted by County Transportation.

PROJECT LEVEL VMT SCREENING

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which requires all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) (**Technical Advisory**). (1) Based on the Technical Advisory, the County of Riverside has adopted its own Riverside County's Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December 2020) (**County Guidelines**) (2). The adopted County Guidelines have been utilized to prepare this VMT analysis.

Consistent with County Guidelines, projects should evaluate available screening criteria based on their location and project type to determine if a presumption of a less than significant transportation impact can be made. The following screening thresholds are listed in the County Guidelines and those applicable to the proposed Project (highlighted in **bold**) were selected for further review:

- **Small Projects**
- **High Quality Transit Areas (HQTA)**
- Local Serving Retail (not applicable)
- Affordable Housing (not applicable)
- Local Essential Service (not applicable)
- **Map-Based Screening**

SMALL PROJECTS SCREENING

The County Guidelines lists two types of screening criteria that may apply to “small projects”. The first is a vehicle trip threshold of 110 trips per day. As noted previously in **Project Trip Generation** section, the Project would exceed this 110 daily trip threshold.

County Guidelines also identifies land use projects that are forecast to generate greenhouse gas (GHG) emissions below 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO_{2e}) per year are also assumed to cause a less than significant VMT impact.¹ The proposed Project land use is not specifically identified within the County Guideline’s input factors. As such an independent GHG emissions analysis was performed consistent with the methodology as described in County Guidelines². A 2022 opening year was assumed and the 36 cabin and tents was modeled as a hotel to provide a more conservative analysis. The remaining land area was modeled as a park to ensure any water usage and other non-mobile sources associated with other uses within the Project are captured. With the conservative assumptions the Project is estimated to generate only 584.42 MTCO_{2e} annually which is below the 3,000 MTCO_{2e} threshold. (See Attachment B)

Small Projects screening criteria is met.

HIGH QUALITY TRANSIT AREAS (HQTA) SCREENING

Projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing “major transit stop”³ or an existing stop along a “high-quality transit corridor”⁴) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Project is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.

¹ County Guidelines; Page 19.

² County Guidelines; Page 42.

³ Pub. Resources Code, § 21064.3 (“‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”).

⁴ Pub. Resources Code, § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”).

Ms. Caroline Legrand
The Ridge Wellness Center
August 26, 2021
Page 4 of 4

HQTA screening criteria is not met.

MAP-BASED SCREENING

The County Guidelines note that projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Urban Crossroads has obtained a VMT data table from County Staff for all TAZs within Riverside County that identifies VMT per capita and VMT per employee for the purposes of identifying of low VMT areas. The data utilizes the sub-regional Riverside Transportation Analysis Model (RIVTAM) to measure baseline VMT performance for individual TAZ's and a comparison was made to the applicable impact threshold (e.g., VMT per employee for office or industrial land uses and VMT per capita for residential land uses). Utilizing the County of Riverside's general plan land use map the parcel of the Project was identified. Once identified the Project's TAZ identification number was derived from the RIVTAM, the Project resides in TAZ 4,456. The County's data table identifies the Project's TAZ 4,456 to generate 28.58 VMT per employee. Whereas the County regional threshold is 14.2 VMT per employee.⁵ The Project does not reside within a low VMT generating area.

Map-Based screening criteria is not met.

CONCLUSION

The Project is anticipated to generate fewer than 500 daily vehicle trips and less than 100 peak hour trips, and is therefore not subject to a LOS based traffic analysis. In addition, the Project meets the Small Projects screening criteria and is therefore presumed to result in a less than significant VMT impact; no additional VMT analysis is required.

If you have any questions, please contact me directly at 949-660-1994.

Respectfully submitted,

URBAN CROSSROADS, INC.



Alexander So
Senior Analyst



Charlene So, PE
Associate Principal

⁵ Page 22 of the County Guidelines

Ms. Caroline Legrand
The Ridge Wellness Center
August 26, 2021
Page 5 of 4

REFERENCES

1. **Office of Planning and Research.** *Technical Advisory on Evaluating Transportation Impacts in CEQA.* State of California : s.n., December 2018.
2. **County of Riverside.** *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled.* County of Riverside : s.n., December 2020.
3. **Institute of Transportation Engineers.** *Trip Generation Manual.* 10th Edition. 2017.

ATTACHMENT A
PROJECT TRIP GENERATION SUMMARY

TABLE 1: PROJECT TRIP GENERATION SUMMARY

Project Trip Generation Summary

Land Use ¹	ITE LU Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates:									
Hotel	330	RM	0.28	0.19	0.47	0.31	0.29	0.60	8.36

Land Use ¹	Quantity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Summary:									
Hotel	36	RM	10	7	17	11	11	22	302

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

² RM = Rooms

ATTACHMENT B
CALEEMOD RESULTS

The Ridge Ranch GHG - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

**The Ridge Ranch GHG
Riverside-South Coast County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	36.00	Room	1.20	31,331.00	0
City Park	34.91	Acre	34.91	1,520,679.60	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Building SF from PD
- Construction Phase - Operational Run
- Off-road Equipment - Operational Run
- Vehicle Trips - Park use modeled only for water usage and non-mobile sources for all other areas.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	50.00	1.00
tblConstructionPhase	PhaseEndDate	10/25/2021	8/17/2021
tblLandUse	LandUseSquareFeet	52,272.00	31,331.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

The Ridge Ranch GHG - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	WD_TR	0.78	0.00

2.0 Emissions Summary

The Ridge Ranch GHG - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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

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

The Ridge Ranch GHG - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

		Highest		
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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	0.1421	1.0000e-005	9.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7600e-003	1.7600e-003	0.0000	0.0000	1.8800e-003
Energy	0.0101	0.0913	0.0767	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003	0.0000	196.3731	196.3731	0.0101	2.8100e-003	197.4640
Mobile	0.1417	0.2391	1.3737	3.0600e-003	0.3027	3.0300e-003	0.3057	0.0809	2.8500e-003	0.0837	0.0000	284.7053	284.7053	0.0161	0.0151	289.5940
Waste						0.0000	0.0000		0.0000	0.0000	4.6099	0.0000	4.6099	0.2724	0.0000	11.4209
Water						0.0000	0.0000		0.0000	0.0000	0.2897	84.2630	84.5527	0.0369	1.5600e-003	85.9407
Total	0.2939	0.3305	1.4513	3.6100e-003	0.3027	9.9700e-003	0.3127	0.0809	9.7900e-003	0.0907	4.8996	565.3431	570.2427	0.3355	0.0194	584.4215

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.1421	1.0000e-005	9.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7600e-003	1.7600e-003	0.0000	0.0000	1.8800e-003
Energy	0.0101	0.0913	0.0767	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003	0.0000	196.3731	196.3731	0.0101	2.8100e-003	197.4640
Mobile	0.1417	0.2391	1.3737	3.0600e-003	0.3027	3.0300e-003	0.3057	0.0809	2.8500e-003	0.0837	0.0000	284.7053	284.7053	0.0161	0.0151	289.5940
Waste						0.0000	0.0000		0.0000	0.0000	4.6099	0.0000	4.6099	0.2724	0.0000	11.4209
Water						0.0000	0.0000		0.0000	0.0000	0.2897	84.2630	84.5527	0.0369	1.5600e-003	85.9407
Total	0.2939	0.3305	1.4513	3.6100e-003	0.3027	9.9700e-003	0.3127	0.0809	9.7900e-003	0.0907	4.8996	565.3431	570.2427	0.3355	0.0194	584.4215

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	8/17/2021	8/17/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40

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
Demolition	0	0.00	0.00	0.00	19.80	7.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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	0.1417	0.2391	1.3737	3.0600e-003	0.3027	3.0300e-003	0.3057	0.0809	2.8500e-003	0.0837	0.0000	284.7053	284.7053	0.0161	0.0151	289.5940
Unmitigated	0.1417	0.2391	1.3737	3.0600e-003	0.3027	3.0300e-003	0.3057	0.0809	2.8500e-003	0.0837	0.0000	284.7053	284.7053	0.0161	0.0151	289.5940

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Hotel	300.96	294.84	214.20	799,988	799,988
Total	300.96	294.84	214.20	799,988	799,988

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	18.50	10.10	7.90	33.00	48.00	19.00	66	28	6
Hotel	18.50	10.10	7.90	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759

The Ridge Ranch GHG - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Hotel	0.531022	0.055789	0.171983	0.143721	0.027315	0.007422	0.011813	0.018850	0.000630	0.000321	0.024273	0.001102	0.005759
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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	96.9594	96.9594	8.1800e-003	9.9000e-004	97.4596
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	96.9594	96.9594	8.1800e-003	9.9000e-004	97.4596
NaturalGas Mitigated	0.0101	0.0913	0.0767	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003	0.0000	99.4136	99.4136	1.9100e-003	1.8200e-003	100.0044
NaturalGas Unmitigated	0.0101	0.0913	0.0767	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003	0.0000	99.4136	99.4136	1.9100e-003	1.8200e-003	100.0044

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	1.86294e+006	0.0101	0.0913	0.0767	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003	0.0000	99.4136	99.4136	1.9100e-003	1.8200e-003	100.0044
Total		0.0101	0.0913	0.0767	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003	0.0000	99.4136	99.4136	1.9100e-003	1.8200e-003	100.0044

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	1.86294e+006	0.0101	0.0913	0.0767	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003	0.0000	99.4136	99.4136	1.9100e-003	1.8200e-003	100.0044
Total		0.0101	0.0913	0.0767	5.5000e-004		6.9400e-003	6.9400e-003		6.9400e-003	6.9400e-003	0.0000	99.4136	99.4136	1.9100e-003	1.8200e-003	100.0044

The Ridge Ranch GHG - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Hotel	546726	96.9594	8.1800e-003	9.9000e-004	97.4596
Total		96.9594	8.1800e-003	9.9000e-004	97.4596

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Hotel	546726	96.9594	8.1800e-003	9.9000e-004	97.4596
Total		96.9594	8.1800e-003	9.9000e-004	97.4596

6.0 Area Detail

The Ridge Ranch GHG - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1421	1.0000e-005	9.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7600e-003	1.7600e-003	0.0000	0.0000	1.8800e-003
Unmitigated	0.1421	1.0000e-005	9.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7600e-003	1.7600e-003	0.0000	0.0000	1.8800e-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	0.0145					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1275					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.0000e-005	1.0000e-005	9.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7600e-003	1.7600e-003	0.0000	0.0000	1.8800e-003
Total	0.1421	1.0000e-005	9.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7600e-003	1.7600e-003	0.0000	0.0000	1.8800e-003

The Ridge Ranch GHG - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule 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	0.0145					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1275					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.0000e-005	1.0000e-005	9.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7600e-003	1.7600e-003	0.0000	0.0000	1.8800e-003
Total	0.1421	1.0000e-005	9.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.7600e-003	1.7600e-003	0.0000	0.0000	1.8800e-003

7.0 Water Detail

7.1 Mitigation Measures Water

The Ridge Ranch GHG - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	84.5527	0.0369	1.5600e-003	85.9407
Unmitigated	84.5527	0.0369	1.5600e-003	85.9407

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 41.5946	81.9542	6.9200e-003	8.4000e-004	82.3770
Hotel	0.913204 / 0.101467	2.5984	0.0300	7.3000e-004	3.5636
Total		84.5527	0.0369	1.5700e-003	85.9407

The Ridge Ranch GHG - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 41.5946	81.9542	6.9200e-003	8.4000e-004	82.3770
Hotel	0.913204 / 0.101467	2.5984	0.0300	7.3000e-004	3.5636
Total		84.5527	0.0369	1.5700e-003	85.9407

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.6099	0.2724	0.0000	11.4209
Unmitigated	4.6099	0.2724	0.0000	11.4209

The Ridge Ranch GHG - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	3	0.6090	0.0360	0.0000	1.5087
Hotel	19.71	4.0010	0.2365	0.0000	9.9122
Total		4.6099	0.2724	0.0000	11.4209

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	3	0.6090	0.0360	0.0000	1.5087
Hotel	19.71	4.0010	0.2365	0.0000	9.9122
Total		4.6099	0.2724	0.0000	11.4209

9.0 Operational Offroad

The Ridge Ranch GHG - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation
