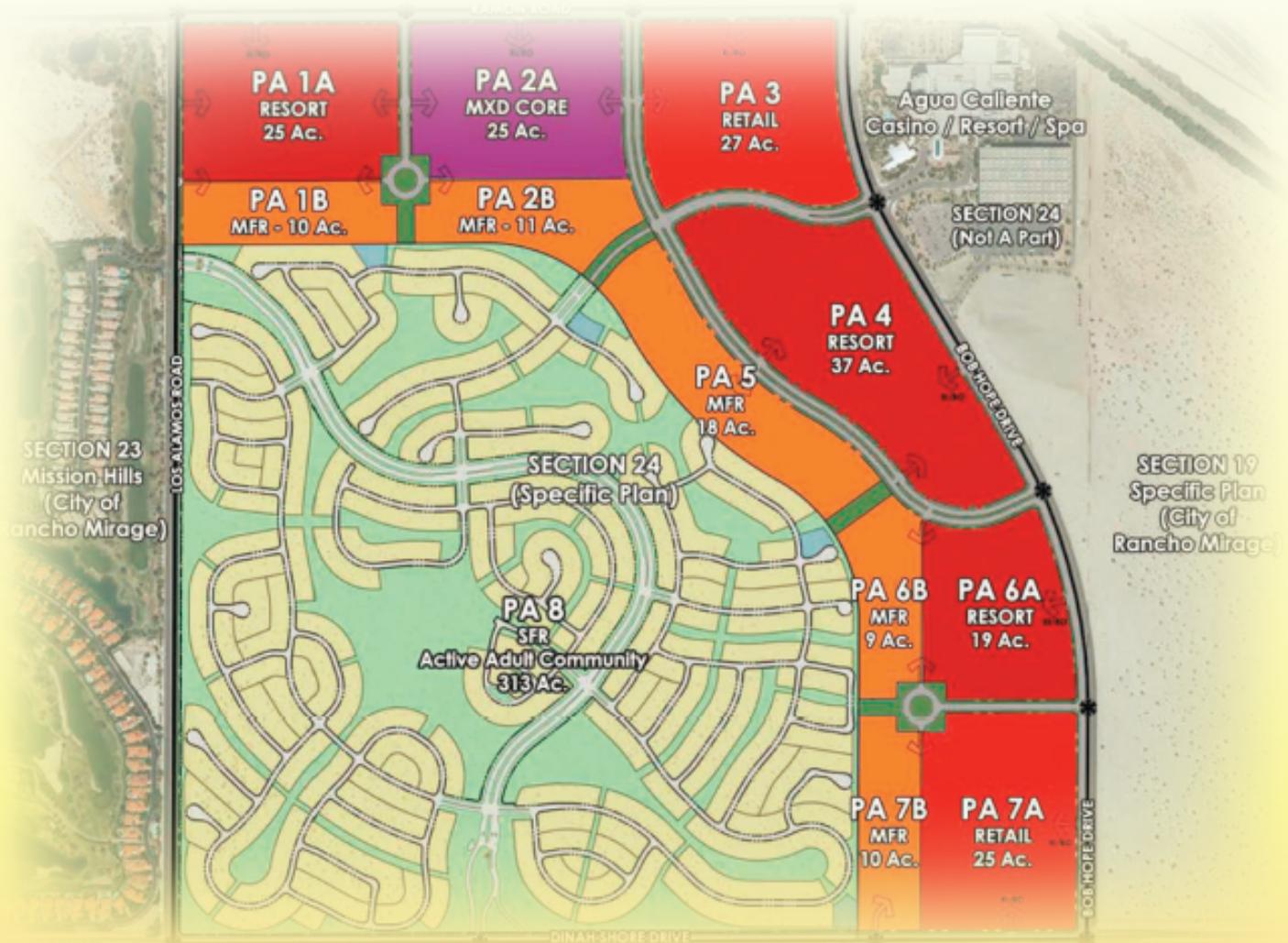




Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

Section 24 Specific Plan *Environmental Impact Statement*



Final
Environmental Impact Statement

Section 24 Specific Plan
Agua Caliente Band of Cahuilla Indians

(SCH No. 2014011035)

Prepared for:

Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, California 92264

Prepared by:

Meridian Consultants, LLC
910 Hampshire Road, Suite V
Westlake Village, California 91361

March 2015

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A disc containing both the Final and Draft EIS is attached on the inside back cover.

1.0 INTRODUCTION

A. Purpose

This Final Environmental Impact Statement (EIS) has been prepared for the Section 24 Specific Plan (“Project”) by the Agua Caliente Band of Cahuilla Indians (“Tribe”). The purpose of a Final EIS is to provide an opportunity for the lead agency to respond to comments made by the general public and public agencies on the information, analysis and conclusions in the Draft EIS.

The Agua Caliente Tribal Environmental Policy Act (TEPA) (Tribal Ordinance No. 28) was adopted to ensure the protection of natural resources and the environment within the Agua Caliente Indian Reservation (“Reservation”) by establishing standards for the review and consideration of environmental impacts associated with development of the Reservation. When it is determined through preliminary review that a proposed project may result in significant impacts to the quality of the natural environment, preparation of an EIS in accordance with the process defined in TEPA is required. As a sovereign exercising land use jurisdiction over the lands of its federal Indian Reservation, the Tribe is not required to comply with the California Environmental Quality Act (CEQA) or any of the similar regulatory enactments of state or local agencies, such as the South Coast Air Quality Management District or California Air Resources Board. However, the Tribe chooses to prepare this EIS as if CEQA did directly apply, because it may be used by others, such as the City of Rancho Mirage (“City”), the Riverside Local Agency Formation Commission (LAFCo), and/or the Coachella Valley Water District (CVWD), to which CEQA does directly apply. References in this EIS to "applicable" CEQA-related measures or "compliance" with CEQA or such measures do not imply that CEQA or such measures directly apply to the Tribe or to the Project. Only TEPA directly applies.

The Tribe, acting as the Lead Agency for the planning and environmental review of this Project, under TEPA, has also prepared this EIS in compliance with the substantive and procedural requirements of CEQA, including the State CEQA Guidelines (California Code of Regulations Title 14 Section 15000 et seq.), to minimize the duplication of environmental studies and documentation by other public agencies that may be involved with the future review and approval of actions related to the Project that would be subject to CEQA.

The Tribal Council of the Agua Caliente Band of Cahuilla Indians (“Tribal Council”) will make a final decision, in the form of a Record of Decision, with respect to the Project’s requested actions after review and consideration of this EIS.

B. Organization of Final EIS

As required by TEPA, as well as consistent with CEQA Guidelines Section 15132, this Final EIS includes the following information:

- The Draft EIS or a revision of the draft. This Final EIS incorporates the Draft EIS by reference;
- A list of persons, organizations, and public agencies commenting on the Draft EIS (see Section 2.0);
- Comments received on the Draft EIS (see Section 2.0);
- Responses to significant environmental points raised in the comments received (see Section 2.0);
- Revisions to the Draft EIS (see Section 3.0)
- Appendices 1.0, 2.0, 3.0, and 4.0

The Final and Draft EIS are available for review at the following location:

Agua Caliente Tribal Administration Plaza
Planning & Development Department
5401 Dinah Shore Drive
Palm Springs, CA 92264

In addition, the Final EIS and Draft EIS are available on the Tribe's website at:

<http://www.aguacaliente.org/content/Section%2024/>

C. Project Background

The proposed Project would provide entitlement approvals for up to 3,138,600 square feet of commercial retail, office, restaurant, hotel, and entertainment uses, and up to 2,406 residential units on approximately 577 acres of land on the Reservation (Project Site). The Project is designed to accommodate these uses through the creation of seven land use categories and eight Planning Areas. These land use categories include Mixed-Use Core, Resort Flex, Retail, Multi-Family Residential, and Single-Family Residential. The eight Planning Areas delineate and describe the amount, type, and distribution of development throughout the Project Site. The Planning Areas have also been constructed to recognize the current ownership patterns, thus enabling the Project to be constructed in an incremental fashion while still achieving a unified development. Each Planning Area is subject to a distinct list of allowed uses and development standards established among the seven different land use categories. Planning Areas 1 to 7 ("Tribal Planning Areas") and Planning Area 8 ("Active Adult Community") are proposed within the Project Site.

This Project consists of requests for approval of the following actions by the Tribe: (1) Record of Decision of EIS; (2) approval/adoption of the Section 24 Specific Plan; (3) a “Parcel” Map to reconfigure allottee parcels; (4) a consent to annexation; (5) and approval of Tentative Tract Maps and permits for future development within its jurisdiction. Other potential requests for future approvals include the following possible actions by the City: certification of the EIS; adoption of the Section 24 Specific Plan; approve request for annexation; and approval of Tentative Tract Maps and permits for future development within its jurisdiction. In addition, LAFCo would need to approve any annexation of the Project Site into the City.

D. Environmental Review Process

The Tribe is the Lead Agency responsible for preparation of this Final EIS because it has the principal responsibility for approving and implementing the Project.

1. Notice of Intent

The Tribe conducted a preliminary review of the Project and determined that preparation of an EIS was required to evaluate the potential significant effects of the Project on the environment. The Tribe released a Notice of Intent (NOI) on January 16, 2014, to provide notice to other public agencies of the preparation of the Draft EIS. The NOI was mailed to public agencies and the owners and residents surrounding the Project Site. The NOI was also sent to the Governor’s Office of Planning and Research State Clearinghouse for distribution to State agencies for review, and was posted with the Riverside County Clerk and published in the Desert Sun on January 16, 2014. The NOI described the proposed Project and proposed scope of environmental study. A total of nine comment letters from interested parties/agencies were received by the Tribe in response to the NOI. Furthermore, the NOI provided notice of the public scoping meetings held by the Tribe on February 12, 2014, at 4:00 PM and 7:00 PM at the Agua Caliente Casino Resort Spa. The purpose of the public scoping meetings was to provide an additional opportunity for comment on the potential environmental effects of the proposed Project and the proper scope of environmental review. There were no additional comments made or received during these two meetings.

2. Draft EIS

The Tribe prepared the Draft EIS and released it for public review on November 20, 2014. The Draft EIS included analysis of potential environmental effects related to the following environmental topics:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources

- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Traffic and Transportation
- Utilities and Service Systems

3. Notice of Availability

On November 20, 2014, the Tribe circulated a Notice of Availability (NOA; State Clearinghouse Number [SCH] 2014011035) of an EIS for review and comment by the public, responsible, and reviewing agencies. The Draft EIS was made available for public review for 60-days from November 20, 2014 through January 20, 2015.

During the 60-day comment and review period, the Tribe received written comments from 8 different agencies and organizations and from 1 individual.

Additionally, the NOA for the Draft EIS was published by the Tribe in The Desert Sun newspaper and filed with Riverside County Clerk on November 20, 2014. A Notice of Completion (NOC) of the Draft EIS was also provided on November 20, 2014, to the State Clearinghouse. Furthermore, the NOA provided notice of an Indian Planning Commission meeting to receive comments on the Draft EIS, which was held by the Tribe on December 17, 2014, at 4:00 PM at the Agua Caliente Casino Resort Spa.

Following the completion of the 60-day public review period for the Draft EIS, the Tribe prepared this Final EIS in accordance with TEPA. As the Tribe has decided to prepare this EIS in accordance with both TEPA and CEQA, this Final EIS also complies with Sections 15089 and 15132 of the CEQA Guidelines.

Prior to considering approval of the Project in accordance with TEPA, Section 15090 of the CEQA Guidelines also requires the Tribe to certify that:

- The Final EIS was presented to the Tribal Council and the Tribal Council reviewed and considered the information contained in the Final EIS, as well as comments from the Indian Planning Commission, prior to considering approval of the Project;
- The Final EIS reflects the Tribe's independent judgment and analysis; and
- The Final EIS was completed in compliance with CEQA.

Because the Tribe has prepared the EIS in accordance with Section 15191 of the CEQA Guidelines, the Tribe has made one or more written findings of fact for each significant environmental impact identified in the Final EIS. The possible findings are:

- The Project was changed (including adoption of mitigation measures) to avoid or substantially reduce the magnitude of the impact;
- Changes to the Project are within another agency's jurisdiction and have been or should be adopted; or
- Specific considerations make mitigation measures or alternatives infeasible.

After the Tribe thoroughly considers the Project's environmental effects, range of alternatives, mitigation measures discussed in the Final EIS, and any additional public comments received, a Record of Decision will be issued for the Project. The Record of Decision is the Tribal Council's final decision with respect to a proposed action after review and consideration of an EIS.

Furthermore, Section 15097 of the CEQA Guidelines states that the lead agency must adopt a Mitigation Monitoring and Reporting Program (MMRP) to ensure that the mitigation measures identified for the Project in the EIS are implemented. A draft MMRP is provided in **Appendix 1.0**.

2.0 RESPONSES TO COMMENTS

This Section provides copies of the comment letters received by the Tribe on the Draft EIS. Each letter is numbered for reference and the individual comments in each letter are also identified by number. Each comment letter is immediately followed by written responses to each of the comments in that letter. In addition, a topical response is provided on the topic of noise to address the comments received on this topic.

A. ORGANIZATION AND TABLE OF COMMENT LETTERS

The Tribe received a total of 10 comment letters from state agencies, local public agencies, private organizations, and the general public. **Table 2.0-1, Comment Letters Received on the Section 24 Specific Plan Draft EIS**, provides a list of all comment letters received and the identification number for each letter.

**Table 2.0-1
Comment Letters Received on the Section 24 Specific Plan Draft EIS**

Agency/Entity/Individual	Name of Commenter	Date of Comment	Letter No.
<i>State Agencies</i>			
State of California, Governor's Office of Planning and Research	Scott Morgan, Director	January 21, 2015	1
State of California, Department of California Highway Patrol	Laura Quattlebaum, Captain	December 31, 2014	2
State of California, Department of Transportation, District 8	Mark Roberts, Office Chief	January 15, 2015	3
<i>Regional Agencies</i>			
Coachella Valley Water District	Steve Bigley, Directory of Environmental Services	January 16, 2015	4
Riverside County Flood Control and Water Conservation District	Henry Olivo, Engineering Project Manager	December 9, 2014	5
Riverside County Waste Management Department	Jose Merlan, Urban/Regional Planner II	December 9, 2014	6
<i>Other Organizations</i>			
Laborers' International Union of North America, Local Union No. 1184	Richard T. Drury, Attorney, Lozeau Drury LLP	January 16, 2015	7
Laborers' International Union of North America, Local Union No. 1184	Richard T. Drury, Attorney, Lozeau Drury LLP	January 20, 2015	8
Union Pacific Railroad Company	Patrick R. McGill, Senior Counsel	January 19, 2015	9

Agency/Entity/Individual	Name of Commenter	Date of Comment	Letter No.
<i>Private Parties – Individuals</i>			
Mira Vista Homeowners	Carol Trentacosta (letter comment)	December 17, 2014	10
<i>Public Meeting Comments</i>			
Mira Vista Homeowners	Carol Trentacosta (oral comment)	December 17, 2014	PC-1
	Rod Pennycook	December 17, 2014	PC-2

B. COMMENT LETTERS AND RESPONSES

The following subsection contains the comment letters identified in **Table 2.0-1**. The individual comments have been bracketed and numbered for ease of reference. The comments are followed by written responses to the comments numbered to correspond to the numbered comment.



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

January 21, 2015

Margaret Park
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

Subject: Section 24 Specific Plan
SCH#: 2014011035

Dear Margaret Park:

The State Clearinghouse submitted the above named Draft EIS to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 20, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2014011035
Project Title Section 24 Specific Plan
Lead Agency Agua Caliente Band of Cahuilla Indians

Type EIS Draft EIS
Description Note: Review Per Lead

The Section 24 Specific Plan addresses 577 acres of land within the boundaries of the Agua Caliente Indian Reservation. Following action on the EIS and Section 24 Specific Plan by the Agua Caliente Tribe, the Specific Plan area may be annexed to the City of Rancho Mirage. The Specific Plan would allow for the development of a mix of retail, entertainment, office, hotel, and residential uses intended to complement existing and planned surrounding uses in the City of Rancho Mirage. Commercial uses are proposed on Ramon Road and Bob Hope Drive with residential uses proposed for the remainder of the Specific Plan area. The Specific Plan would allow for the development of a maximum of 1,200 units in an active adult residential community; 1,206 multi-family residential units; and approximately 3.14 million sf of commercial development.

Lead Agency Contact

Name Margaret Park
Agency Agua Caliente Band of Cahuilla Indians
Phone 760 883 1326
email
Address 5401 Dinah Shore Drive
City Palm Springs
State CA **Zip** 92264
Fax

Project Location

County Riverside
City Rancho Mirage
Region
Lat / Long 33° 48' 37" N / 116° 24' 53" W
Cross Streets Bob Hope Drive & Ramon Road
Parcel No. 673120021, 22, 23, 24, 25
Township 4S **Range** 5E **Section** 24 **Base** SBB&M

Proximity to:

Highways I-10
Airports
Railways UPRR
Waterways
Schools Rancho Mirage HS
Land Use Agua Caliente Tribal Zoning: 120 acres - Tribal Enterprise; 457 acres - Land Use Contract

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 8; Department of Housing and Community Development; Air Resources Board; Regional Water Quality Control Board, Region 7; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; California Department of Justice, Attorney General's Office

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Date Received 11/20/2014 Start of Review 11/20/2014 End of Review 01/20/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

Comment Letter No. 1

State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit
Scott Morgan
Director
1400 Tenth Street
P.O. Box 9044
Sacramento, California 95812

Response to Comment 1-1

This comment confirming the Tribe has complied with the review requirements for the Draft EIS, pursuant to the California Environmental Quality Act, is noted.

State of California—Transportation Agency

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

79-650 Varner Road
Indio, CA 92203
(760) 772-8911 (Voice)
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

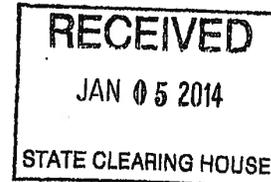
CLEAR
1-20-15
6



December 31, 2014

File No: 630.12917.16850

State Clearinghouse
Re: SCH #2014011035
1400 Tenth Street, Room 121
Sacramento, CA 95814



Attention State Clearinghouse,

The Indio Area of the California Highway Patrol (CHP) received the "Notice of Completion" of the environmental document for the development proposal of Section 24 Specific Plan (SCH #2014011035). This project is planned wholly within the city limits of Rancho Mirage as well as reservation land of the Agua Caliente Band of Cahuilla Indians. It is however located within a close proximity to Interstate 10 and after review we do have a concern.

The project proposal of 2,406 residential units and 3,138,600 square feet of commercial, retail and other uses would have a significant increase in traffic. An increase in traffic would generally come with an increase in service calls for the freeway and off-ramps adjacent to this proposal. The CHP also services the unincorporated area of Thousand Palms north of Interstate 10 in this area. An increase in traffic could impact response times and service availability to this community. This project is planned over an extended period of time, up to 20 years, so the impact could be incremental, but still significant.

We request that any future development in this area would also be accompanied by freeway and off-ramp adjustments to allow for the free movement of travel on and off of Interstate 10 in this area. If you have any questions regarding this letter and our comments, please contact Sergeant Daniel Hesser at (760) 772-8911.

Sincerely,

Jayla Cooper, LT for

L. QUATTLEBAUM, Captain
Commander

cc: Border Division
Special Projects Section

Safety, Service, and Security



An Internationally Accredited Agency



Comment Letter No. 2

Department of California Highway Patrol
Laura Quattlebaum
Captain
79-650 Varner Road
Indio, CA 92203

Response to Comment 2-1

The Project Site is located west of Bob Hope Drive, between Ramon Road and Dinah Shore Drive. The commercial land uses proposed would be located along Ramon Road and Bob Hope Drive, both of which provide direct access to Interstate 10 (I-10) via the newly constructed Bob Hope Drive interchange and the eastbound I-10 on-ramp at Ramon Road. Since the project is located west of Bob Hope Drive, the vast majority of traffic traveling to the east on I-10 would enter the freeway from either Ramon Road or Bob Hope Drive and return via the I-10 interchange at Bob Hope Drive. The eastbound ramps have the capacity necessary to accommodate the projected horizon year 2035 traffic demands. As discussed on page 5.14-28 of the Draft EIS, the performance standard as established by California Department of Transportation (Caltrans) for traffic volumes on freeway segments in urban areas along the I-10 is to maintain a level of service (LOS) E during the peak hour periods. The Traffic Study prepared for the Project (**Appendix G** of the Draft EIS) considered traffic volumes associated with I-10, in particular those operational impacts on the eastbound and westbound ramps at the I-10/Bob Hope Drive interchange. As shown on page 5-12 of the Traffic Study, the westbound ramps are projected to operate at LOS B for the AM Peak Hour and LOS D in the PM Peak Hour for the horizon year 2035 with Project buildout. The eastbound ramps are projected to operate at LOS B for the AM Peak Hour and LOS A for the PM Peak Hour. As full development of the Project would not conflict with this performance standard, significant impacts on the nearby freeway and off-ramps, specifically traffic movement near the Thousand Palms area, are not anticipated to occur. For this reason, the increase in traffic associated with this Project is also not anticipated to result in a substantial increase in calls for service for the CHP or result in a significant impact on services provided by the CHP.

DEPARTMENT OF TRANSPORTATION

DISTRICT 8
PLANNING (MS 725)
464 WEST 4th STREET, 6th FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 388-4557
FAX (909) 383-5936
TTY 711
www.dot.ca.gov/dist8



*Serious Drought.
Help save water!*

January 15, 2015

Ms. Margaret Park, AICP
Director of Planning and Natural Resources
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs CA 92264

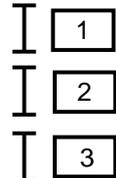
Dear Ms. Park:

Section 24 Specific Plan
Assessor Parcel Numbers: 673-120-021, 22, 23, 24 25
08-RIV 10, 43.35

The California Department of Transportation reviewed the proposed Section 24 Specific Plan. The project proposes development of retail entertainment, office, hotel and approximately 2,406 residential units on 577-acres within the boundaries of the Agua Caliente Indian Reservation.

We have the following comments for your consideration:

- The traffic study should have included the Interstate 10/Monterey Avenue interchange.
- Please provide the calculation worksheets for Bob Hope Drive and I-10 interchange and intersections.
- Please provide queue analysis at the Bob Hope Drive east/west bound ramps.



Sincerely,

MARK ROBERTS
Office Chief
Community and Regional Planning

“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California’s economy and livability”

Comment Letter No. 3

State of California, Department of Transportation, District 8
Mark Roberts
Office Chief
464 West 4th Street, 6th Floor
San Bernardino, CA 92401-1400

Response to Comment 3-1

The Project Site is located west of Bob Hope Drive, between Ramon Road and Dinah Shore Drive. The commercial uses proposed would be located along Ramon Road and Bob Hope Drive, both of which provide direct access to I-10 via the newly constructed Bob Hope Drive interchange and the eastbound I-10 on-ramp at Ramon Road. Since the Project is located west of Bob Hope Drive, the majority of traffic from the Project traveling to the east on I-10 would enter the freeway from either Ramon Road or Bob Hope Drive and return via the I-10 interchange at Bob Hope Drive, as shown in **Figure 5.14-3, Site Traffic Distribution: Active Adult Community** and **Figure 5.14-4, Site Traffic Distribution: Full Project Development** in **Section 5.14, Traffic and Transportation** in the Draft EIS. The eastbound ramps have the capacity necessary to accommodate the projected horizon year 2035 traffic demands. There would be a relatively small number of Project-generated trips that would affect the I-10/Monterey Avenue interchange, which is located 1.5 miles to the east of the Project Site.

The Active Adult Community, which is intended for active senior adults (age 55+), would be constructed on the 320 acres located adjacent to the north side of Dinah Shore Drive. Age-restricted residential dwellings typically generate substantially fewer daily trips and fewer long distance commute trips than conventional homes. The Casino Road extension proposed west of Bob Hope Drive would provide the most direct connection for these residents to I-10 via the interchange at Bob Hope Drive as well as the Ramon Road eastbound I-10 on-ramp.

RivTAM model calculations made at the Project Site indicated that the travel time required to use the Ramon Road eastbound I-10 on-ramp from the vast majority of locations within the Project Site was substantially shorter than the travel time required to enter the I-10 interchange on-ramp at Monterey Avenue. This is the case for several reasons. A dedicated northbound right-turn lane and green arrow at the intersection of Bob Hope Drive with Ramon Road facilitates the movement onto the I-10 eastbound on-ramp. The traffic signals along Dinah Shore Drive at: Bob Hope Drive, Key Largo, Miriam Way, Shopper's Lane, and Monterey Avenue introduce control delay between the Project Site and the Monterey interchange. The volume of turning vehicles associated with the existing regional shopping centers located along both sides of Dinah Shore Drive and Monterey Avenue immediately south of the I-

10 interchange create friction and increases travel time by interrupting the flow of vehicles along Dinah Shore Drive.

In addition to the existing shopping centers, the future land uses planned between the Project Site and the I-10 interchange at Monterey Avenue would be also consist of high density commercial and residential uses. The Section 19 Specific Plan was approved for the area north of Dinah Shore Drive and east of Bob Hope Drive with a relatively intense mix of high-density mixed-use development. The additional future control delay anticipated along Dinah Shore Drive following this development would reduce the attractiveness of traffic from the Project using the Monterey Avenue/I-10 interchange. The low volume of Project traffic that would utilize the Monterey Avenue/I-10 interchange will not generate enough trips to warrant analysis. Based on all of the considerations above and because the intensity of the Project would be below the maximum permitted by the adopted Riverside County General Plan, the I-10/Monterey Avenue interchange was not included in the study area or evaluated in the traffic study as a result of the low volume of Project traffic. Accordingly, the Project traffic would not result in significant impacts at the Monterey Avenue/I-10 interchange.

Response to Comment 3-2

The Highway Capacity Software (HCS) calculation worksheets were provided in the Traffic Study prepared for the Project (see Appendix 3, HCM Intersection Analysis Methodology and Worksheets, in **Appendix G** of the Draft EIS). As requested, the same HCS calculation worksheets provided in the Traffic Study for the horizon year 2035 at the I-10 interchange at Bob Hope Drive can be found in **Appendix 2.0** of this Final EIS.

Response to Comment 3-3

Queue analysis was completed for the Bob Hope Drive/I-10 Interchange and the worksheets summarizing the horizon year 2035 plus Project queue analyses are found in **Appendix 2.0** of this Final EIS. As discussed in **Section 5.14** and identified in **Table 5.14-12, Future (year 2035) Weekday Peak-Hour Delay and LOS at Signalized Intersections**, the level of service during AM Peak Hours would be LOS B at the Bob Hope Drive/I-10 Interchange, within Caltrans acceptable levels of service. The level of service during the PM Peak Hours would be LOS D for the westbound ramps and LOS A for the eastbound ramps. As discussed on page 5.14-28 of the Draft EIS, the performance standard as established by Caltrans for traffic volumes on freeway segments in urban areas along the I-10 is to maintain a level of service (LOS) E during the peak hour periods. As determined in the Draft EIS, the LOS with full development of the Project would be lower than the Caltrans LOS during peak hour periods. Accordingly, the Project would not result in significant impacts on the operation of these ramps based on the queue analysis.



Established in 1918 as a public agency
Coachella Valley Water District

Directors:
John P. Powell, Jr., President - Div. 3
Franz W. De Klotz, Vice President - Div. 1
Ed Pack - Div. 2
Peter Nelson - Div. 4
Debi Livesay - Div. 5

Officers:
Jim Barrett, General Manager
Julia Fernandez, Board Secretary
Best Best & Krieger LLP, Attorneys

January 16, 2015

File: 0022.100.11
1150.08

Ms. Margaret Park
Director of Planning and Natural Resources
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palms Springs, CA 92264

Dear Ms. Park:

Subject: Notice of Availability of Draft Environmental Impact Statement
for the Proposed Section 24 Specific Plan

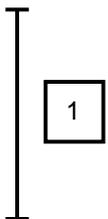
Thank you for affording the Coachella Valley Water District (CVWD) the opportunity to review the Notice of Availability and Draft Environmental Impact Statement (DEIS) for the Agua Caliente Band of Cahuilla Indians (Agua Caliente) Section 24 Specific Plan in Rancho Mirage, Riverside County.

CVWD provides domestic water, wastewater, recycled water, irrigation/drainage, regional stormwater protection and groundwater management services to a population of nearly 300,000 throughout the Coachella Valley.

At this time, CVWD submits the following comments regarding the project Specific Plan and DEIS:

Stormwater Issues

1. The proposed Section 24 Specific Plan is currently designated "Zone X" on Federal Flood Insurance Rate Maps, which are in effect at this time, by the Federal Emergency Management Agency (FEMA). However, CVWD master plan studies for North Cathedral City and the Thousand Palms areas show that the project area is subject to flooding hazards from the Morongo Wash, Long Canyon, East and West Wide Canyon, Willow Hole, as well as washes and canyons associated with Edom Hill and Indio Hills.



Ms. Margaret Park
Agua Caliente Band of Cahuilla Indians 2

January 16, 2015

2. The above-referenced CVWD master plan studies were presented to the public and reports were posted on the CVWD website (cvwd.org/news/public info). The postings for the reports are titled “North Cathedral City and Thousand Palms Existing Conditions Report” and “North Cathedral City and Thousand Palms Stormwater Management Plan - Morongo Wash and Thousand Palms Alternatives Analysis Report.” Please refer to Exhibits A-2a and B-2a of the Existing Conditions Report which show the extent of flooding during a 100-Year Flood event. CVWD has submitted the above study and reports to FEMA for review and approval of a conditional letter of Map Revision regarding another proposed project, Thousand Palms Flood Control Project.
3. Prior to approval of the proposed Section 24 Specific Plan, CVWD requests that Agua Caliente and/or the developer incorporate the above results into the project proposal. The developer shall comply with Riverside County Ordinance No. 458 and CVWD Ordinance 1234.1 in the preparation of on-site/off-site flood protection facilities for this project. The developer will be required to pay fees and submit plans to CVWD as part of the flood management review. Flood protection measures shall include detailed hydrologic and hydraulic analysis of off-site flows and plans for flood protection. Flood protection measures may include design and construction of flood conveyance and redistribution facilities.
4. CVWD also requests that Agua Caliente/Riverside County require the developer to:
 - Submit construction plans for the proposed flood control facilities and a detailed hydrological and hydraulic design report for review and approval.
 - Obtain a Conditional Letter of Map Revision Obtain a Conditional Letter of Map Revision (CLOMR) through FEMA.
 - Execute an agreement with CVWD, which shall include provisions outlined in CVWD Ordinance No. 1234.1.
 - Submit a Flood Control Facility Operations and Maintenance Manual to CVWD for review and approval.
 - Grant flooding easements over the flood control facilities in a form and content reasonably acceptable to CVWD.
 - Agua Caliente/County shall require mitigation measures to be incorporated into the development to prevent flooding of project site and/or downstream properties. These measures shall require onsite retention of the incremental increase of runoff from the 100-year storm.
5. Prior to occupancy, CVWD requests the County/Agua Caliente require the developer to obtain a Letter of Map Revision (LOMR) through the FEMA, which removes the development from the special flood hazard area.

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Ms. Margaret Park
Agua Caliente Band of Cahuilla Indians 3

January 16, 2015

6. At the completion of construction of the flood control facilities, submit “as-built” topography, construction drawings and engineering analysis for CVWD review to verify that the design capacity is adequate.

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Other Comments

1. Specific Plan, Page 58. Water treatment facilities should be added to the water supply features discussed in DEIS section 4.7.2 for the project. The project is located where naturally-occurring chromium-6 is expected to be found in groundwater produced by wells serving the project at levels above the new California drinking water maximum contaminant level.
2. Specific Plan, Page 89. Item 4 of the Environmental Design section states cooling towers are encouraged to mitigate the impact and costs associated with conventional air conditioning systems for buildings. There is a growing recognition within State energy conservation programs that the benefits of cooling towers have failed to account for the energy demand that results from the increased water demand associated with cooling towers. The project is encouraged to explore geothermal heat exchange systems rather than cooling towers which will reduce energy demands for the project’s air conditioning systems without the increased water demand associated with the use of cooling towers.
3. DEIS, Page 2.0-64. Water treatment facilities should be added to the features summary provided for domestic water service.
4. DEIS, Page 5.8-7. This page states that the Whitewater River, Coachella Valley Stormwater Channel and Salton Sea provide agriculture supply beneficial uses. Agriculture supply is not a beneficial use for these receiving waters.¹
5. DEIS, Page 5.15.1-3. The section titled “Primary Water Sources” states reclaimed water is used to recharge groundwater. The State replaced the term “reclaimed water” with “recycled water” many years ago. There are no groundwater recharge projects using recycled water in the Coachella Valley. It would be accurate to replace the term “reclaimed water” with the term “irrigation return water.”
6. DEIS, Page 5.15.1-6. The last sentence of paragraph one under “Groundwater Levels” states, *“Since 2010, groundwater levels in the eastern portion of the Coachella Valley have risen due to recharge of Colorado River water at the Thomas E. Levy Recharge Facility.”* This characterization is incomplete. It would be accurate to state, *“Since 2010, groundwater levels in the eastern portion of the Coachella Valley rose due to groundwater management activities, which include recharge of Colorado River water at the Thomas E. Levy Recharge Facility, and changes in private land owner water use practices.”*

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¹ Water Quality Control Plan, Colorado River Basin – Region 7, 2006. California Regional Water Quality Control Board, Table 2-3 Beneficial Uses of Surface Waters in the West Colorado River Basin.

Ms. Margaret Park
Agua Caliente Band of Cahuilla Indians 4

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7. DEIS, Page 5.15.1-30. The origin of Table 5.15.1-9 is unclear. This table did not come directly from CVWD's 2010 Urban Water Management Plan (2010 UWMP), and CVWD cannot verify the data. CVWD suggests that an alternate table be used. Tables 3-19 of CVWD's 2010 UWMP shows total urban water use for CVWD from 2005 through 2035; Table 3-20 shows total potable and non-potable water use from 2005 through 2035. Alternatively, Figure 4-5 in the 2010 Coachella Valley Water Management Plan Update shows total water supplies necessary to meet demand through 2045. The data from these alternate sources has been verified.
8. DEIS, Page 5.15.1-37. The subheading "Safe Drinking Water Act" under Regulatory Setting should be changed to "Clean Water Act."

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If you have any questions, please call Luke Stowe, Senior Environmental Specialist, extension 2545.

Sincerely,



Steve Bigley
Director of Environmental Services

LS: ms\Envr Srvs\Env\2015Jan\Agua Caliente Sec 24.doc

Comment Letter No. 4

Coachella Valley Water District
Steve Bigley
Director of Environmental Services
P.O. Box 1058
Coachella, CA 92236

Response to Comment 4-1

The Draft EIS included the information referenced in this comment. As indicated on page 5.8-4 of **Section 5.8, Hydrology and Water Quality** in the Draft EIS, the Project Site is designated as “Zone X” according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). Consistent with the Coachella Valley Water District’s (CVWD) analysis referenced the CVWD’s North Cathedral City and Thousand Palms Stormwater Management Plan – Morongo Wash Watershed Hydrology and Hydraulics (dated April 25, 2014), the northeast portion of the Project Site (identified in **Section 3.0** as Planning Area 3) was identified as being located within the 100-year floodplain limits of the Morongo Wash Watershed, as stated on page 5.8-2 of **Section 5.8** in the Draft EIS. The report indicates existing flood hazards from the sources in the Morongo Wash Watershed, which consists of Morongo Wash, Long Canyon, East and West Wide Canyon, and Willow Hole. As discussed on page 5.8-4, 5.8-29 and 5.8-30, the northeast portion of the Project Site (Planning Area 3) is located within the floodplain limits of the Morongo Wash with projected flood depth between 0 and 10 feet.

Response to Comment 4-2

As indicated on **Figure 5.8-1, Existing 100-Year Flood Hazard Areas**, the northeast portion of the Project Site is located within the CVWD flood hazard area. The information in this figure was based on Figure A.2a, Existing Conditions 100-Year Maximum Depth from CVWD’s North Cathedral City/Thousand Palms Stormwater Management Plan – Morongo Wash Watershed Hydrology and Hydraulics (dated April 25, 2014) as indicated in the source information on this figure. As indicated in **Figure 5.8-1**, which illustrates the existing conditions for a 100-Year Flood Maximum Depth for the Project Site, the flood levels would range from 0 to 10 feet in the northeast portion of the Project Site, specifically within the Tribal Planning Areas (Planning Area 3). The flood depth levels helped to determine the basis of analysis on page 5.8-29 and 5.8-30 in **Section 5.8** for the Tribal Planning Areas. Exhibit B.2a, Breached Conditions 100-Year Maximum Depth in the North Cathedral City/Thousand Palms Stormwater Management Plan identifies a similar flood level as would be expected under the existing conditions. Design of the Project Site and the analysis in the Draft EIS considered this information, and the Project has been designed to mitigate this existing condition.

Response to Comment 4-3

As discussed in **Section 5.8** in the Draft EIS, the analysis considered information and data identified within CVWD North Cathedral City and Thousand Palms Stormwater Management Plan – Morongo Wash Watershed Hydrology and Hydraulics (dated April 25, 2014).

The Project includes a drainage master plan designed to convey flows without substantial modification to existing off- and on-site drainage conditions. Off-site flows from the half streets adjacent to the Project Site would be collected at natural concentration points along the northeastern boundary of the Project Site and within the southern portion of the site and conveyed via engineered channels that follow existing drainage patterns and CVWD facilities, as required by Mitigation Measure **MM 5.8-2**. The proposed drainage system is also designed to adequately detain and convey 100-year storm flows in accordance with Tribal, City, CVWD, and/or Riverside County requirements. As determined on page 5.8-30 in **Section 5.8**, stormwater and/or flood flows would be conveyed within the proposed drainage system to the Coachella Valley Storm Water Canal to prevent on- and off-site flooding, and the proposed structures would not impede or redirect flood flows. Accordingly, impacts were determined to be less than significant with mitigation.

As discussed above in the Response to Comment 4-2, existing conditions information was presented in **Section 5.8** of the Draft EIS which identified the fact that the northeast portion of the Project Site is located within a flood hazard area. As discussed in the Mitigation Measures **MM 5.8-2** and **MM 5.8-3**, a detailed hydrology study will be prepared to identify facilities to reduce potential flooding impacts. These measures will be consistent with applicable CVWD and/or Riverside County flood requirements, such as compliance with CVWD Ordinance 1234.1, which requires conditions of approval for development within flood hazard areas, and Riverside County Ordinance No. 458, which specifically regulates development within FEMA-designated flood hazards areas in accordance with the County's participation in FEMA's National Flood Insurance Program (NFIP). It should be noted that the dwelling units associated with the Adult Residential Community would be located in the central, western, and southern portions of the Project Site, located at higher elevations than the existing and breached 100-year flood conditions. Impacts, therefore, will be less than significant.

Response to Comment 4-4

The Draft EIS identifies Mitigation Measures **MM 5.8-1** to **MM 5.8-4** to reduce hydrology and water quality impacts. As only the northeastern portion of the Project Site (Tribal Planning Area 3) is susceptible to potential flooding hazards, **MM 5.8-2** identifies that prior to issuance of grading permits within Planning Area 3, a hydrology study would be prepared and submitted to the Tribal Engineer and/or CVWD for review and approval. This study would evaluate the potential flows from the Morongo

Watershed and would identify facilities to be constructed to collect, route and discharge flows in a manner compatible with pre-project/existing conditions across the Project Site. Furthermore, **MM 5.8-1** to **MM 5.8-4** would ensure all Project development avoids on-site flooding or onto downstream properties. An agreement would be executed between the Tribe and/or developers and CVWD to maintain consistency with CVWD Ordinance 1234.1. A flood control facility operations and maintenance manual would be submitted to CVWD for review and approval prior to issuance of grading or building permits. As development occurs on the northeastern portion of the Project Site that is identified as a flood hazard zone by CVWD, the Project would provide flooding easements over the flood control facilities in cooperation with CVWD. Furthermore, since the Project Site currently does not fall within a FEMA 100-year flood zone, the Project would not be required to obtain a Conditional Letter of Map Revision (CLOMR) through FEMA. See page 3.0-10 of the **Final EIS Section 3.0, Revisions to the Draft EIS** for the text revisions made to the regulatory information and Mitigation Measures in **Section 5.8** of the Draft EIS. The comment will be reviewed by the Tribal Council in their consideration of the Record of Decision for the Project.

Response to Comment 4-5

CVWD is currently processing a Letter of Map Revision (LOMR) through the FEMA for the Thousand Palms Flood Control Project north and east of the study area for the Morongo Wash Watershed. As identified on page 5.8-4 of the Draft EIS, FEMA FIRM Map Numbers 06065C1585G and 06065C1595G (effective August 28, 2008) do not identify the Project Site as being located within a designated 100-year flood hazard area. Since the Project Site is not located with a FEMA flood hazard zone, a Letter of Map Revision (LOMR) would not be required for the Project. Furthermore, Mitigation Measure **MM 5.8-1** to **MM 5.8-4** would ensure all Project development avoids on-site flooding or onto downstream properties. Accordingly, impacts to the Project from off-site flooding would be less than significant.

Response to Comment 4-6

The Project would implement Mitigation Measures **MM 5.8-2** and **MM 5.8-3** which will require individual project proponents to submit a detailed operation and maintenance plan to the appropriate jurisdiction and CVWD for review and approval of the as-built project conditions.

Response to Comment 4-7

Section 5.15.1 and **Section 5.8** have been revised to clarify that prior to the installation of any of the proposed water wells within the Project Site, groundwater testing for total chromium would be undertaken, and if the US Environmental Protection Agency (USEPA) Maximum Contaminant Level (MCL) is exceeded, the water wells would provide treatment to reduce the level of chromium below the USEPA MCL. The USEPA MCL is different from the California EPA MCL, in that the California EPA MCL

only tests for one isotope of chromium, not total chromium. These revisions are located on pages 3.0-14 and 3.0-17 of the **Section 3.0, Revisions to the Draft EIS**.

Response to Comment 4-8

Please note that the draft Specific Plan has been revised to clarify that the use of geothermal heat exchange systems will be encouraged to reduce energy demands for the Project's air conditioning systems.

Response to Comment 4-9

Section 2.0, Summary page 2.0-64 has been revised to clarify that prior to the installation of any of the proposed wells within the Project Site, groundwater testing for total chromium would be undertaken, and if the USEPA MCL is exceeded, the water wells would provide treatment to reduce the level of chromium below the USEPA MCL. See page 3.0-2 of the Final EIS **Section 3.0, Revisions to the Draft EIS** for the text revision.

Response to Comment 4-10

Section 5.8 page 5.8-7 has been revised to omit the statement that agricultural supply is a beneficial use of downstream receiving waters. See page 3.0-10 of the Final EIS **Section 3.0, Revisions to the Draft EIS** for the text revision.

Response to Comment 4-11

Section 5.15.1 pages 5.15.1-2 and 5.15.1-3 have been revised to use the term recycled water and to clarify that the CVWD uses irrigation return water as a source of groundwater recharge. See page 3.0-12 of the Final EIS **Section 3.0, Revisions to the Draft EIS** for the text revision.

Response to Comment 4-12

Section 5.15.1 page 5.15.1-6 has been revised as requested. See page 3.0-13 of the Final EIS **Section 3.0, Revisions to the Draft EIS** for the text revision.

Response to Comment 4-13

Table 5.15.1-9 in **Section 5.15.1** has been modified to reflect Table 4-1, Projected Water Supplies in the CVWD 2010 Urban Water Management Plan. See page 3.0-14 of the Final EIS **Section 3.0** for the text revisions.

Response to Comment 4-14

Section 5.15.1 page 5.15.1-37 has been revised to state that the Safe Drinking Water Act is the Clean Water Act. See page 3.0-15 of the Final EIS **Section 3.0, Revisions to the Draft EIS** for the text revision.

WARREN D. WILLIAMS
General Manager-Chief Engineer



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166455

RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

City of Palm Springs
Department of Planning and Building
Post Office Box 2743
Palm Springs, CA 92263-2743

Attention: Margaret Park

Ladies and Gentlemen:

Re: DEIS for Section 24 SP

The District does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check city land use cases, or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District has not reviewed the proposed project in detail and the following checked comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety or any other such issue:

- No comment.
- This project would not be impacted by District Master Drainage Plan facilities nor are other facilities of regional interest proposed.
- This project involves District Master Plan facilities. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will be required.
- This project proposes channels, storm drains 36 inches or larger in diameter or other facilities that could be considered regional in nature and/or a logical extension of the adopted Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will be required.
- This project is located within the limits of the District's Area Drainage Plan for which drainage fees have been adopted; applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.
- An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities. For further information, contact the District's encroachment permit section at 951.955.1266.
- The District's previous comments are still valid.

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GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

If this project involves a Federal Emergency Management Agency (FEMA) mapped flood plain, then the City should require the applicant to provide all studies, calculations, plans and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation or other final approval of the project, and a Letter of Map Revision (LOMR) prior to occupancy.

If a natural watercourse or mapped flood plain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Game and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

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Very truly yours,

HENRY OLIVO
Engineering Project Manager

c: Riverside County Planning Department
Attn: Kristi Lovelady

Date: December 9, 2014

SKM:blm

Comment Letter No. 5

Riverside County Flood Control and Water Conservation District
Henry Olivo
Engineering Project Manager
1995 Market Street
Riverside, CA 92501

Response to Comment 5-1

The Tribe recognizes the fact that the Riverside County Flood Control and Water Conservation District (RCFCWCD) did not review the Project in detail. All subsequent review of detailed improvement and development plans will be completed by the Tribal Engineer and/or CVWD for review and approval. It is noted that the Project would not be impacted by the RCFCWCD Master Drainage Plan facilities and the Project does not include any facilities of regional interest.

Response to Comment 5-2

The comment is noted. **Section 5.5, Geology and Soils**, includes a detailed discussion related to the Project's potential water quality impacts during construction. Project Design Feature **(PDF) 5.5-5**, as found on page 5.5-11 of the Draft EIS, would require the applicant to implement a Storm Pollution Prevention Plan (SWPPP), in compliance with National Pollutant Discharge Elimination System (NPDES) requirements to minimize soil erosion impacts. Additionally, Mitigation Measures **(MM) 5.5-2** and **MM 5.5-4** would require approval of grading and drainage and erosion plans by the appropriate jurisdiction, either the Tribe, the City, or the County, prior to the issuance of grading permits. All grading and earthwork associated with construction of the Project would be consistent with the Tribal Building and Safety Code, City Municipal Code, and/or County Municipal Code, as applicable.

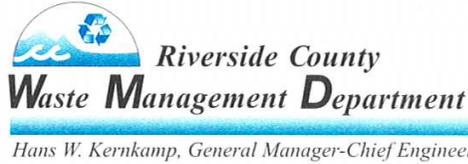
Response to Comment 5-3

As discussed in Response to Comment 4-4 and 4-5, the Project Site is not located within a Federal Emergency Management Agency (FEMA) mapped flood plain. Therefore, the Project would not need to meet any additional FEMA requirements nor would it need to obtain Conditional Letter of Map Revision (CLOMAR) or Letter of Map Revision (LOMR).

Response to Comment 5-4

The Project's potential impacts on hydrology and water quality were analyzed in **Section 5.8, Hydrology and Water Quality** of the Draft EIS. The Project Site does not impact a natural watercourse or a mapped flood plain. Therefore, the Project would not require a Section 1602 Agreement from the California

Department of Fish and Wildlife (CDFW), a Clean Water Act (CWA) Section 404 permit, or a Section 401 Water Quality Certification.



December 9, 2014

Margaret Park, AICP
Director of Planning and Natural Resources
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

**RE: Notice of Availability (NOA) for a Draft Environmental Impact Report (DEIR)
Section 24 Specific Plan**

Dear Ms. Park:

The Riverside County Waste Management Department (RCWMD) has reviewed the Draft Environmental Impact Report (DEIR) for the above-mentioned project. Section 24 Specific Plan would allow for the development of a maximum of 1,200 units in an active adult residential community, 1,206 multi-family residential units, and approximately 3.14 million square feet of commercial development. The RCWMD concurs with the findings in the DEIR relating to solid waste (DEIR Section 5.15.3 Solid Waste).

Thank you for allowing us the opportunity to comment on the DEIR. Please feel free to call me at (951) 486-3351 if you have any questions regarding the above comments.

Sincerely,

Jose Merlan
Urban/Regional Planner II

PD#165460

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Comment Letter No. 6

Riverside County Waste Management Department
Jose Merlan
Urban/Regional Planner II
14310 Frederick Street
Moreno Valley, CA 92553

Response to Comment 6-1

The analysis presented in **Section 5.15.3, Solid Waste** in the EIS, was confirmed by the Riverside County Waste Management Department (RCWMD).



T 510.836-4200
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January 16, 2015

Via Electronic Mail and Overnight Mail

Margaret Park, AICP
Director of Planning and Natural Resources
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264
Email: mpark@aguacaliente-nsn.gov
Fax: (760) 699-6822

City of Rancho Mirage
Mayor Iris Smotrich (iriss@RanchoMirageCA.gov)
And Honorable Member of the Rancho Mirage City Council
Cindy Scott, City Clerk (cscott@ranchomirageca.gov)
Steven B. Quintanilla, City Attorney (sbqlaw@gmail.com)
Bud Kopp, Planning Manager (budk@ranchomirageca.gov)
Rancho Mirage City Hall
69-825 Highway 111
Rancho Mirage, CA 92270
Phone: (760) 324-4511
Fax: (760) 324-8830

Riverside Local Agency Formation Commission
3850 Vine St, Suite 240
Riverside, CA. 92507-4277
(951) 369-0631
(info@lafco.org)

**Re: Comment re: Draft Environmental Impact Statement for the Proposed
Section 24 Specific Plan Agua Caliente Band of Cahuilla Indians
(SCH No. 2014011035)**

Dear Ms. Park, Mayor Smotrich and Riverside Local Agency Formation
Commission:

This letter is submitted on behalf of Laborers International Union of North
America, Local Union 1184 and its thousands of members in Riverside
County(collectively "LIUNA" or "Commenters") regarding the proposed Section
24 Specific Plan project proposed by the Agua Caliente Band of Cahuilla Indians
(SCH No. 2014011035). ("Project").

Comment on Section 24 Specific Plan DEIS
January 16, 2015
Page 2 of 21

As discussed herein, after reviewing the Draft Environmental Impact Statement ("DEIS") for the Project together with our expert consultants, it is evident that the document fails to comply with the California Environmental Quality Act, Public Resources Code § 21000 et seq. ("CEQA"), and contains numerous errors and omissions that continue to preclude accurate analysis of the Project.

As a result of these inadequacies, the DEIS fails as an informational document, fails to analyze all significant impacts of the Project, fails to identify and impose feasible mitigation measures to reduce the Project's impacts, and fails to properly analyze Project alternatives and cumulative impacts.¹ As a result, the Project will result in significant environmental impacts that have not been adequately addressed or mitigated as required by CEQA. LIUNA Local 1184 therefore requests that the Tribe and the City of Rancho Mirage ("City") or the Riverside Local Agency Formation Commission ("LAFCO") prepare and circulate a Supplemental Draft Environmental Impact Report ("SEIR") to address the issues raised in this and other comments, and to require implementation of feasible mitigations and alternatives required by law.

These comments are supported by the expert comments of:

- Certified hydrogeologist Matthew Hagemann, PG, C.Hg., QSD, QSP;
- Expert Wildlife Ecologist Shawn Smallwood, Ph.D.;
- Traffic Engineer, Daniel Smith, PE.

Mr. Hagemann is an expert in the fields of hydrogeology, toxics, and air quality. He is also the former Senior Science Policy Advisor, U.S. EPA Region 9 and Hydrogeologist, Superfund, RCRA and Clean Water programs. Mr. Hagemann's comments and curriculum vitae are attached hereto as Exhibit A and are incorporated herein by reference in their entirety. Mr. Smallwood is an expert wildlife biologist and ecologist who has expertise in the areas of rare and special status plants, animal density and distribution, habitat selection, habitat restoration, interactions between wildlife and human infrastructure and activities, conservation of rare and endangered species, and on the ecology of invading species, and other species impacts relevant to this FEIR. His comments and curriculum vitae are attached hereto as Exhibit B and are incorporated by reference in their entirety. Daniel Smith, PE is a certified traffic engineer. His comments and curriculum vitae are attached hereto as Exhibit C and are

¹ We reserve the right to supplement these comments at any later hearings and proceedings related to this Project. See *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109.

Comment on Section 24 Specific Plan DEIS
January 16, 2015
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incorporated by reference in their entirety. These expert comments are incorporated herein in full. These expert comments require separate response.

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I. BACKGROUND

The proposed Project would provide entitlement approvals for up to 3,138,600 square feet of commercial retail, office, restaurant, hotel, and entertainment uses, and up to 2,406 residential units on approximately 577 acres of land on the Agua Caliente Indian Reservation ("Reservation"). The Project Site is surrounded by the City of Rancho Mirage ("City") which is in the heart of the Coachella Valley in Riverside County, at the base of the Santa Rosa Mountains. Adjacent jurisdictions surrounding the Project Site include the City of Palm Desert to the southeast, Cathedral City to the west, and the City of Palm Springs to the northwest. The Project Site is bounded by the following roadways: 1) Ramon Road on the north; 2) Bob Hope Drive on the east; 3) Dinah Shore Drive on the south; and 4) Los Alamos Road on the west. The Section 19 Specific Plan is located directly east across Bob Hope Drive from the Project Site and directly southeast of the Agua Caliente Casino/ Resort/ Spa.

The Project consists of a specific plan for approximately 577 acres of the Reservation, located within the City Sphere of Influence designated as Section 24, Township 4 South, Range 5, and east of the San Bernardino Meridian. The Section 24 Specific Plan would be approved and adopted by the Tribal Council and serve as the zoning for the Project Site. The City would subsequently adopt the Specific Plan and approve any request(s) for annexation into the City. (DEIS 2.0-2)

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The Tribe, acting as the Lead Agency for the planning and environmental review of this Project, has decided to prepare this EIS in compliance with both TEPA and the California Environmental Quality Act (CEQA), including the CEQA Guidelines (California Code of Regulations Title 14 Section 15000 et seq.), in order to minimize the duplication of environmental studies and documentation by other public agencies involved with the review and approval of actions related to the Project that are required to comply with CEQA, including the City of Rancho Mirage ("City") and the Riverside Local Agency Formation Commission (LAFCo). (DEIS 2.0-1).

II. STANDING

Members of LIUNA Local 1184 live, work, and recreate in the immediate vicinity of the proposed Project site. These members will suffer the impacts of a poorly executed or inadequately mitigated Project, just as would the members of any nearby homeowners association, community group, or environmental organization. Members of LIUNA Local 1184 live and work in areas that will be affected by water source reduction, air pollution, traffic, and plant and wildlife

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Comment on Section 24 Specific Plan DEIS
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species generated by the Project. Therefore, LIUNA Local 1184 and its members have a direct interest in ensuring that the Project is adequately analyzed and that its environmental and public health impacts are mitigated to the fullest extent feasible.

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III. LEGAL STANDARD

A. CEQA.

CEQA requires that an agency analyze the potential environmental impacts of its proposed actions in an environmental impact report ("EIR") (except in certain limited circumstances). (See, e.g., Pub. Res. Code § 21100.) The EIR is the very heart of CEQA. (*Dunn-Edwards v. BAAQMD* (1992) 9 Cal.App.4th 644, 652.) "The 'foremost principle' in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." (*Communities for a Better Environment v. Calif. Resources Agency* (2002) 103 Cal. App. 4th 98, 109.)

CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. (14 Cal. Code Regs. ("CEQA Guidelines") § 15002(a)(1).) "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR 'protects not only the environment but also informed self-government.'" (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564) The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." (*Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal. App. 4th 1344, 1354 ("Berkeley Jets"); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810)

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Second, CEQA requires public agencies to avoid or reduce environmental damage when "feasible" by requiring "environmentally superior" alternatives and all feasible mitigation measures. (CEQA Guidelines § 15002(a)(2) and (3); See also, *Berkeley Jets*, 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564) The EIR serves to provide agencies and the public with information about the environmental impacts of a proposed project and to "identify ways that environmental damage can be avoided or significantly reduced." (Guidelines §15002(a)(2)) If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns." (Pub.Res.Code § 21081; 14 Cal.Code Regs. § 15092(b)(2)(A) & (B))

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While the courts review an EIR using an "abuse of discretion" standard, "the reviewing court is not to 'uncritically rely on every study or analysis presented by a project proponent in support of its position. A 'clearly inadequate or unsupported study is entitled to no judicial deference.'" (*Berkeley Jets*, 91 Cal. App. 4th 1344, 1355 (emphasis added), quoting, *Laurel Heights Improvement Assn. v. Regents of University of California*, 47 Cal. 3d 376, 391 409, fn. 12 (1988)) As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decisionmaking and informed public participation, thereby thwarting the statutory goals of the EIR process." (*San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal. App. 4th 713, 722]; *Galante Vineyards v. Monterey Peninsula Water Management Dist.* (1997) 60 Cal. App. 4th 1109, 1117; *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal. App. 4th 931, 946)

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IV. DISCUSSION

A. The Tribe Is the Wrong Lead Agency for the Project's CEQA Review.

While there is no question that the Aqua Caliente Tribe ("Tribe") is the proper lead agency for purposes of environmental review under TEPA, the Tribe lacks jurisdiction to serve as lead agency for purposes of the California Environmental Quality Act ("CEQA"). Tribe is not a state agency. *Picayune Rancheria of Chukchansi Indians v. Brown*, 229 Cal. App. 4th 1416, 1429 (Cal. App. 3d Dist. 2014). The DEIS states that the document is intended to comply with both TEPA and CEQA. However, the Tribe has no jurisdiction to conduct CEQA review. It is necessary to designate a CEQA lead agency at this time. That agency must be actively involved in the preparation of the CEQA document, response to comments and imposition of mitigation measures and alternatives. It is not sufficient that a CEQA lead agency later be asked to certify the EIS after the TEPA process has been completed by the Tribe, as appears to be contemplated by the DEIS. The CEQA lead agency must be involved actively throughout the CEQA process since the document must represent the "independent judgment" of the CEQA lead agency. (Pub.Res.Code §21082.1; CEQA Guidelines §15074). The CEQA lead agency should be the City of Rancho Mirage ("City"), or possibly the Riverside Local Agency Formation Commission ("LAFCO") since both will have permitting authority over the Project.

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The law is clear that CEQA review is required for projects on tribal land if a state or local agency has any permitting authority over the project. For example, in the case of *Amador v. Plymouth*, the court held that a City must conduct CEQA review for a casino project on tribal land because it was contemplated that the

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City will provide roads, sewer and water for the casino, which makes it a CEQA “project” requiring CEQA review by the City. The court stated, “The Tribe has miscast the project as the acquisition of the trust lands and the Gaming Development. Although neither the taking of lands in trust nor the Gaming Development requires the formal approval of the City, the City’s construction of public works and the vacation of a City road to the casino hotel do require its approval. It is these activities that constitute a project within the scope of CEQA, and the MSA that constitutes an approval of the project. (Cal. Code Regs., tit. 14, § 15352, subd. (a); hereafter Guidelines.)” *County of Amador v. City of Plymouth*, 149 Cal. App. 4th 1089, 1094-1095 (Cal. App. 3d Dist. 2007).

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CEQA review is required since there will be discretionary action by the City of Rancho Mirage and the LAFCO. The DEIS states:

“The Specific Plan requires approval by the Tribal Council, approval of annexation into the City by LAFCo, and various approvals by the City, as identified in Table 3.0-2, Intended Uses of the EIS.” (3.0-34).

Table
3.0-2 Intended
Uses of the EIS

Lead Agency	Action
Agua Caliente Band of Cahuilla Indians	<ul style="list-style-type: none"> Record of Decision of EIS Approval of the Section 24 Specific Plan Adoption of the Section 24 Specific Plan Parcel Map to Reconfigure Allottee Parcels Consent to Annexation Approval of Tentative Tract Maps and permits for future project development in the Tribal Planning Areas (Planning Areas 1 through 7)
Responsible Agencies	Action
City of Rancho Mirage	<ul style="list-style-type: none"> Certification of EIS Adoption of the Section 24 Specific Plan Approve Request for Annexation Approval of Tentative Tract Maps and permits for future project development in the Active Adult Community (Planning Area 8)
Local Agency Formation of Riverside County	<ul style="list-style-type: none"> Approve Annexation of the Project Site into the City of Rancho Mirage

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3.0-35.

“Other potential requests for approval of the following actions by the City include: certification of the EIS; adoption of the Section 24 Specific Plan; approve

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request for annexation; and approval of Tentative Tract Maps and permits for future development within its jurisdiction. Finally, the Local Agency Formation of Riverside County would approve annexation of the Project Site into the City.” (DEIS 2.0-8) “The Section 24 Specific Plan would be approved and adopted by the Tribal Council and serve as the zoning for the Project Site. The City would subsequently adopt the Specific Plan and approve any request(s) for annexation into the City.” (DEIS 2.0-2)

The DEIS appears to contemplate that the City of LAFCO will certify the Final EIS as a CEQA document. The DEIS states:

“The Tribe, acting as the Lead Agency for the planning and environmental review of this Project, has decided to prepare this EIS in compliance with both TEPA and the California Environmental Quality Act (CEQA), including the CEQA Guidelines (California Code of Regulations Title 14 Section 15000 et seq.), in order to minimize the duplication of environmental studies and documentation by other public agencies involved with the review and approval of actions related to the Project that are required to comply with CEQA, including the City of Rancho Mirage (“City”) and the Riverside Local Agency Formation Commission (LAFCo). (DEIS 2.0-1)

However, this type of pro-forma rubber stamping of a completed document is insufficient for the CEQA lead agency. In *Gentry v. Murietta* (1995) 36 Cal.App.4th 1359, 1397-98), the court emphasized that even though the lead agency did not prepare the CEQA document itself (the document was prepared by a different public agency), the lead agency revised the draft document extensively, thereby exercising “independent judgment.”

The lead agency plays a crucial role under CEQA because it defines the scope of environmental review for a project, and it is responsible for the process by which the EIR is written, approved, and certified. CEQA requires the public agency with the principal responsibility for supervising or approving a project as a whole, and with general jurisdiction over the Project and its impacts, to assume the role of lead agency early in the process. PRC § 21067; *Planning & Conservation League v. Department of Water Resources* (“PCL v. DWR”) (2000) 83 Cal .App .4th 892, 906.

The CEQA Guidelines specify that where, as here, a project is to be carried out by a private party, the lead agency shall be the public agency with the greatest responsibility for supervising or approving the project “as a whole.” 14 CCR § 15051(b); *Eller Media Co. v. Community Redevelopment Agency* (2003) 108 Cal.App.4th 25, 38. “Greatest responsibility” is further defined as “the agency with **general governmental powers**, such as a city or county, **rather than an agency with a single or limited purpose such as an air pollution control district or a district which will provide a public service** or public

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utility to the project." 14 CCR § 15051(b)(1) (emphasis added). The City is the public agency that fits the language of the statute and Guidelines.

In *PCL v. DWR*, the state Department of Water Resources ("DWR") and several local water contractors agreed to revise their long-term contracts governing the supply of water under the State Water Project. The revision concerned an allocation plan in the event of a permanent water shortage. The parties agreed that the Central Coast Water Authority, a joint powers agency among nine member water agencies within Santa Barbara County, would serve as lead agency for the project's EIR. In a challenge filed after the EIR was certified and the project was approved, the court held that DWR had a statutory duty to serve as lead agency on the EIR because it had greatest responsibility over the project and greatest authority over regulating its impacts, and invalidated the EIR. 83 Cal.App.4th at 898, 907.

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The same is true here. The City must assume the role of CEQA lead agency, and must be actively involved in the CEQA review and analysis process from the beginning. It is not uncommon for the lead agency designation to change during a project's CEQA review process. For example, this can occur if a project application is submitted to a county and the area containing the project is later annexed to a city or included in a newly incorporated city. A shift of lead agency to that city despite the fact that the project is "mid-stream" in CEQA review is appropriate in such an instance. See *Gentry v. Murrieta* (1995) 36 Cal. App. 4th 1359, 1371. That is what should have occurred here.

B. THE FEIR FAILS TO ANALYZE AND MITIGATED ALL POTENTIALLY SIGNIFICANT IMPACTS OF THE PROJECT.

CEQA requires that an agency analyze the potential environmental impacts of its proposed actions in an environmental impact report ("EIR") (except in certain limited circumstances). (See, e.g., Pub. Res. Code § 21100.) The EIR is the very heart of CEQA. (*Dunn-Edwards v. BAAQMD* (1992) 9 Cal.App.4th 644, 652.) "The 'foremost principle' in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." (*Communities for a Better Environment v. Calif. Resources Agency* (2002) 103 Cal. App. 4th 98, 109.)

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CEQA requires public agencies to avoid or reduce environmental damage when "feasible" by requiring "environmentally superior" alternatives and all feasible mitigation measures. (CEQA Guidelines § 15002(a)(2) and (3); See also, *Berkeley Jets*, 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564) The EIR serves to provide agencies and the public with information about the environmental impacts of a proposed project and to "identify ways that environmental damage can be avoided or significantly

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reduced." (Guidelines §15002(a)(2)) If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns." (Pub.Res.Code § 21081; 14 Cal.Code Regs. § 15092(b)(2)(A) & (B))

A prejudicial abuse of discretion occurs "if the failure to include relevant information precludes informed decisionmaking and informed public participation, thereby thwarting the statutory goals of the EIR process." (*San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal. App. 4th 713, 722]; *Galante Vineyards v. Monterey Peninsula Water Management Dist.* (1997) 60 Cal. App. 4th 1109, 1117; *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal. App. 4th 931, 946)

The comments provided below are supplemental to and in accord with those provided by Mr. Smith, Mr. Smallwood and Mr. Hagemann, LIUNA's expert consultants, which comments are attached hereto as Exhibits A, B, and C.

1. The DEIS is Deficient Because it Fails to Disclose that the Project has Significant Greenhouse Gas Impacts.

a. The Project Has Significant Greenhouse Gas Impacts.

The DEIR states that the Project will result in the release of a phenomenal 94,104 metric tons of carbon dioxide equivalents per year. (DEIS 2.0-33). This exceeds all potentially applicable greenhouse gas ("GHG") CEQA significance thresholds. Most significantly, it exceeds by over 900% the GHG CEQA significance threshold set by the South Coast Air Quality Management District ("SCAQMD") of 3,000 metric tons per year. When an impacts exceeds a duly adopted CEQA significance threshold, as here, the lead agency must acknowledge the impact as significant, and must adopt all feasible mitigation measures and alternatives to reduce the impacts. *Schenck v. County of Sonoma* (2011) 198 Cal.App.4th 949, 960 (County applies BAAQMD's "published CEQA quantitative criteria" and "threshold level of cumulative significance"). See also *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 110-111 ("A 'threshold of significance' for a given environmental effect is simply that level at which the lead agency finds the effects of the project to be significant"). The California Supreme Court made clear the substantial importance that a BAAQMD significance threshold plays in providing substantial evidence of a significant adverse impact. *Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 327 ("As the [South Coast Air Quality Management] District's established significance threshold for NOx is 55 pounds per day, these estimates [of NOx

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emissions of 201 to 456 pounds per day] constitute substantial evidence supporting a fair argument for a significant adverse impact”).

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However, the DEIS erroneously concludes that the Project’s GHG impacts are less than significant (“LTS”) because they are allegedly less than a “business as usual” (“BAU”) baseline. The DEIS states that the property could be developed much more intensively than proposed by the Project under existing zoning and general plan guidelines. Since the Project develops the property on a level that is lower than the maximum allowed by zoning, the DEIS argues that the GHG impact is LTS since the Project’s GHGs are less than “business as usual.” In other words, the DEIS contends that although the Project will have massive GHG emissions, it could be even worse, and therefore the GHG impacts are less than significant. The DEIS states:

“The Project would result in short-term emissions of greenhouse gases (GHGs) during construction. Project operational GHG emissions for the Active Adult Community, Tribal Planning Areas, and Combined Development would be 8,879.39, 39,326.09, and 45,899.94 metric tons of carbon dioxide equivalents (MTCO_{2e}) per year, respectively. Project Design Features 5.6-1 through PDF 5.6-3 require the incorporation of practices to reduce the Projects energy demand. However, the Active Adult Community would reduce GHG emissions from business as usual by approximately 25 percent which is greater than the required 17 percent reduction from business as usual target identified by the California Air Resources Board (CARB) Updated Scoping Plan or the 19.8 percent reduction target identified in the City’s Sustainability Plan which is consistent with the Updated Scoping Plan.” (DEIS 2.0-33)

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The DEIS’s analysis has been rejected under both CEQA and NEPA. Both laws are clear that the environmental “baseline” must be the existing environment. In other words, the Project must be compared to the existing environment – not a hypothetical environment that does not and may not ever exist. The existing environment at the Project site is bare dirt. Therefore the GHG CEQA baseline should be zero. Using this real world baseline, it is clear that the Project will have significant GHG impacts. This must be disclosed in the DEIS and all feasible mitigation measures and alternatives must be implemented.

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Every CEQA document must start from a “baseline” assumption. The CEQA “baseline” is the set of environmental conditions against which to compare a project’s anticipated impacts. *Communities for a Better Environment v. So Coast Air Qual. Mgmt. Dist.* (2010) 48 Cal. 4th 310, 321. Section 15125(a) of the CEQA Guidelines (14 C.C.R., § 15125(a)) states in pertinent part that a lead agency’s environmental review under CEQA:

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“...must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time [environmental analysis] is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a Lead Agency determines whether an impact is significant.”

(See, *Save Our Peninsula Committee v. County of Monterey* (2001) 87 Cal.App.4th 99, 124-125 (“*Save Our Peninsula*.”) As the court of appeal has explained, “the impacts of the project must be measured against the ‘real conditions on the ground,’” and not against hypothetical permitted levels. (*Save Our Peninsula, supra*, 87 Cal.App.4th 99, 121-123.)

The Project will be constructed on a vacant lot. Thus, the “real condition on the ground” is a zero baseline. The EIR misleads the public into thinking the Project’s emissions will be much lower by subtracting from the Project’s emissions the maximum daily emissions that could be generated from a hypothetical project that does not exist. As the court has explained, using such a skewed baseline “mislead(s) the public” and “draws a red herring across the path of public input.” (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 656.) Subtracting emissions from a project that does not even exist anymore “failed to adequately apprise all interested parties of the true scope and magnitude of the Project.” (Id. at p.657.)

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The EIR’s error is similar to that in *Woodward Park Homeowners v. City of Fresno* (“*Woodward*”) (2007) 150 Cal.App.4th 683, 708-711.) In that case, a developer proposed to build a shopping mall on a vacant lot. The EIR erroneously used as a baseline an office park that was previously approved for the parcel as the baseline, and subtracted the difference. The court held that the baseline should have been zero since the property was actually vacant. Using the non-zero baseline for the vacant parcel misled the public into thinking the proposed shopping mall’s impacts would be much less than they would be when compared to the existing vacant parcel. See also, *Friends of Oroville v. City of Oroville*, 219 Cal. App. 4th 832, 844 (Cal. App. 3d Dist. 2013). The DEIS in this case makes the same error.

Climate scientist Jessie Jaeger and Matthew Hagemann, C. Hg. of expert consulting firm Soil, Water, Air Protection Enterprise (SWAPE), conclude that the Project’s GHG emissions are far above applicable CEQA significance threshold. He explains:

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Furthermore, on July 1, 2013, the Governor’s Office of Planning and Research (OPR) and the Natural Resources Agency discussed possible

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updates to the CEQA Guidelines.² Section 15064.4, Determining the Significance of Impacts from Greenhouse Gas Emissions, discusses the role of the BAU scenario as a way to show compliance with GHG thresholds, and attempts to clarify the difference between a valid BAU scenario and an unrealistic one. With respect to the *Friends of Northern San Jacinto*,³ the “trial court rejected the comparison to a “hypothetical” worse-case BAU scenario that was highly unrealistic.” Another trial court also found that the BAU methodology improperly relied on a hypothetical baseline.⁴ According to OPR, “the BAU scenario is not a baseline. The baseline remains actual, existing GHG emissions prior to the Project. As with any other type of impact, Project emissions are compared to the existing emissions baseline.” The document continues on to state that the “BAU emissions scenario is simply an intermediate step in determining the significance threshold...as such, it is incorrect to equate the BAU-based significance threshold with an improper hypothetical baseline.”

Comparing the proposed Project emissions to a realistic BAU scenario would ultimately result in non-compliance with AB 32. To determine whether the Project’s GHG emissions are significant, methods that have been proposed in other recent CEQA documents should be utilized and included in a revised DEIS.⁵ For example, the Commerce Retail Center Project determines significance by utilizing the SCAQMD draft local agency tiered threshold (Commerce DEIS p.3.2-62). The threshold is as follows:

- Tier 1: The project is not exempt under CEQA; go to Tier 2.
- Tier 2: There is no GHG reduction plan applicable to the project; go to Tier 3.
- Tier 3: Project GHG emissions compared with the threshold: 3,000 MTCO₂e per year.
- Tier 4, Option 1: Reduce GHG emissions from business as usual by 28.4 percent. The California 2020 emissions target is 427 MMTCO₂e and the 2020 baseline (without any AB 32 related regulations) is 596 MMTCO₂e. Therefore, a 28.4 percent reduction is required to reduce emissions to the target.⁶

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² http://www.opr.ca.gov/docs/Cal_Chamber_2014_CEQA_Guidelines_Update_%282-13-14%29.pdf

³ *Friends of Northern San Jacinto Valley v. County of Riverside*, Riverside County Sup. Ct., Case No. RIC10007572 (2012)

⁴ *Center for Biological Diversity v. Dept. of Fish and Wildlife*, Los Angeles Sup. Ct., Case No. BS131347 (2012)

⁵ <http://ca-commerce.civicplus.com/DocumentCenter/View/1875>

⁶ http://www.arb.ca.gov/cc/inventory/archive/sp_2008_projection.pdf

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The Project DEIS utilizes Tier 4, Option 1 to achieve compliance with AB 32 for operational emissions; however, this analysis is inaccurate because, as explained above, the BAU scenario defined in the DEIS is not consistent with the CARB and OPR BAU criteria. Furthermore, establishing a BAU scenario at this site would be difficult because it is currently undeveloped. Therefore, the best approach to show compliance with AB 32 would be to compare emissions to the Tier 3 threshold of 3,000 MTCO₂e per year. Table 5.6-4 in the DEIS shows that the Project's Active Adult Community Operational GHG emissions would be equal to 8,879.39 MTCO₂e per year (p.5.6-24). Table 5.6-6 shows that the Tribal Planning Areas operational GHG emissions would be equal to 39,326.09 MTCO₂e per year (p.5.6-27). Operational GHG emissions for both Project phases would exceed the 3,000 MTCO₂e per year threshold. Therefore this Project will have significant GHG impacts that must be better characterized and mitigated.

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Because GHG emissions are significant when compared to the Tier 3 threshold, the Applicant should obtain emission reduction credits, also referred to as carbon offsets, to serve as mitigation and reduce the Project's emissions to a less than significant level. Offsets are specifically mentioned by the California Resources Agency as a measure to mitigate the significant effects of greenhouse gas emissions.⁷ Offsets should be identified in a revised DEIS for the Project. Verification that the offsets are real and measureable, such as those available from the California Climate Action Registry's Climate Action Reserve⁸, should be provided in the revised DEIS.

11

b. The DEIS Fails to Propose Feasible Mitigation Measures for Greenhouse Gases.

Because the DEIS fails to acknowledge that the Project has significant GHG impacts, it fails to propose feasible, binding mitigation measures or alternatives to reduce these impacts. For example, many feasible mitigation measures are "encouraged," but not required. Under CEQA, all feasible mitigation measures must be implemented and made binding pursuant to a mitigation monitoring program. The GHG mitigation measures fail to meet these CEQA requirements. For example:

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http://ceres.ca.gov/ceqa/docs/Adopted_and_Transmitted_Text_of_SB97_CEQA_Guidelines_Amendments.pdf, p.21

⁸ <http://www.climateregistry.org/reserve.html>

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- Solar panels are only “considered,” not required. Solar panels would be strongly considered as appropriate shading devices when properly mounted on overhead building overhangs and trellises. 3.0-27.
- Evaporative cooling will be “considered,” but not required. Consideration of the use of evaporative cooling systems, which incorporate “cool towers” as integral architectural/mechanical system components, to minimize environmental and cost impacts of conventional air conditioning systems for buildings. 3.0-28.
- LEED certification is “encouraged,” but not required. The pursuit of already established sustainable best management practices, such as Leadership in Energy and Environmental Design (LEED) certification, ComfortWise and EnergyStar Home is strongly encouraged throughout the Project Site. 3.0-28.
- Solar power and water heat is encouraged but not required. Buildings would be designed to facilitate and accommodate photovoltaic cells for solar power in accordance with Tribal Land Use Ordinance requirements. Solar-heated water is another efficient way to reduce energy needed for household activities. 3.0-28.
- Cool roofs are encouraged but not required. The use of light-colored roofing materials to reflect heat and reduce cooling requirements of buildings, particularly Energy Star-labeled roofing materials, would be encouraged. 3.0-30.

All of the above measures, and many others, are feasible mitigation measures that must be required under CEQA, not made optional matters for further consideration. SWAPE points out dozens of feasible mitigation measures that should be considered to mitigate the Project’s significant impacts, including:

- Passive Solar;
- LED lighting;
- Permeable pavement;
- CARB-certified landscaping equipment;
- Solar panels on unused area;
- Wind turbines;
- Stormwater infiltration;
- Emission credit offsets for any unmitigated GHGs.

A new Draft EIS is required to analyze these and other feasible mitigation measures. After all feasible mitigation measures are imposed, the Supplemental Draft EIS should calculate whether GHG emissions remain above the CEQA significance threshold. If so, a statement of overriding considerations would be required.

12

2. The Project Has Significant Impacts on Traffic.

As discussed in more detail by certified traffic engineer, Daniel Smith, PE, the DEIS traffic analysis makes critical errors that lead to a significant underestimation of the Project's traffic impacts. A supplemental DEIS is required to accurately calculate traffic impacts and to propose feasible mitigation measures and alternatives.

13

a. DEIS Underestimates Non-Residential Trip Generation.

Mr. Smith points out that the traffic analysis erroneously assumes that the non-residential portion of the project will be a single 3.1 million square foot mega-shopping mall. This is incorrect. The Project states that it is to be developed with several different shopping components including a grocery store, neighborhood retail, office space, cinema, big-box store, bank, etc. Mr. Smith states that the mix of uses proposed would generate much higher traffic numbers than a single large shopping mall. This error must be corrected in a Supplemental DEIS.

14

b. DEIS Overestimates Internal Trips.

The DEIS assumes that 15 percent of trips will remain entirely within the Project area. Such internal trips do not impact streets and highways outside of the Project. Mr. Smith concludes that the 15 percent assumption is contradicted by actual trip generation data prepared by the Coachella Valley Association of Governments 2004 Origin/Destination Survey. According to that survey, the 15 percent figure overestimates internal trips by 12 times. As a result of this miscalculation, the DEIS substantially underestimates traffic impacts of the Project.

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c. DEIS Overestimates Passer-By Traffic.

Mr. Smith concludes that the DEIS substantially overestimates passer-by traffic. The DEIS concludes that 15 percent of trip generation for the non-residential component of the Project will be attracted from passer-by traffic. Mr. Smith points out that the support this assumption, one in seven drivers passing by the site would have to stop. Mr. Smith states that this assumption is not accurate or realistic.

16

d. DEIS Uses Erroneous Peak Hour Factor.

Mr. Smith points out that the DEIS uses an erroneous peak hour factor (PHF) of 1.0. Mr. Smith explains that the PHF accounts for variation of peak hour traffic, which is often substantial. A PHF of 1.0 assumes no variation of peak

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hour traffic. Mr. Smith states that actual PHF is closer to 0.85. Thus, the DEIS does not reflect real world conditions on the ground and must be revised.

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e. DEIS Fails to Analyze Project Impacts to Freeways.

The DEIS fails entirely to analyze Project impacts to nearby freeways and freeway ramps. This violates Caltrans, Guide for Preparation of Traffic Impact Studies (2012). Under that Caltrans Guide, any project that generates over 100 peak hour trips must analyze freeway impacts. The Project would generate over 3524 peak hour trips – yet there is no freeway analysis. This is a serious omission that must be corrected in a Supplemental DEIS.

18

3. The Project Has Significant Unmitigated Criteria Air Pollution Impacts.

SWAPE concludes that the DEIS fails to accurately evaluate and mitigate construction and operational criteria air pollutant emissions of the Project. SWAPE explains that the DEIS uses CalEEMod to calculate Project emissions. However, SWAPE explains that the input parameters used in the CalEEMod model are inconsistent with the default values required by CalEEMod and are inconsistent with the DEIS itself. This renders the entire analysis faulty. SWAPE has uncovered very significant errors in the CalEEMod modelling, including:

- The DEIS states that the entire 577-acre site will be graded. (DEIS 5.2-23). However, the CalEEMod tables show that an input value was used that assumed only 450 acres would be graded. (DEIS, App. B, p. 13, 386). This results in a substantial underestimation of Project grading emissions. (SWAPE, p.6).
- The DEIS states that construction work will “consist of 20 worker trips/day during trenching.” (DEIS 5.2-23). However, the CalEEMod used a value of 15 worker trips/day (p.15). Again, this understates emissions by 25%.
- The CalEEMod failed to use default values for construction equipment, without explanation. (SWAPE, p.6)
- The CalEEMod assumed a lower population number than set forth in the DEIS. SWAPE explains that CalEEMod assumes a population factor of 1.95, which should generate a population for the condo-townhouse portion of the project of $1206 \text{ DU} \times 1.75 = 2,110$ residents. However, the CalEEMod model assumed only 2,028 residents. This results in a substantial underestimation of operational ongoing emissions. (SWAPE p.7).
- The CalEEMod model reduces the construction period on the Tribal Planning area by half – from the 12 years described in the DEIS (5.2-23) to six years. This results in a massive underestimation of construction emissions, and results in a failure to calculate combined emissions during

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construction of the Tribal Planning area and the Active Adult Community. (SWAPE p.7).

- The CalEEMod assumed that 100% of construction roads will be paved, despite the fact that the Project site is currently unpaved. This is unrealistic and results in a significant underestimation of particulate matter emissions. (SWAPE p.7).

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SWAPE correct for these errors and ran extensive modelling. The new, accurate modelling shows that the Project's emissions are far more substantial than disclosed in the DEIS, and that the Project's criterial pollutant emission exceed SCAQMD construction and operational thresholds even with the mitigation proposed. (SWAPE p.9).

As a result of these calculation errors, the DEIS fails to impose adequate mitigation measures to reduce the Project's significant criteria air pollutant emissions. SWAPE proposes a long list of feasible air pollution mitigation measures that should be analyzed in a supplemental draft EIS. (SWAPE p. 2-5). These measures include, but are not limited to:

- Low VOC paints;
- High-volume low-pressure paint applicators with transfer efficiency of at least 65%;
- Improved bicycle lanes throughout the Project area;
- Public transit accessibility.

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In addition, a supplemental DEIS should consider:

- Electric car charging stations;
- Solar photovoltaic roofs;
- Solar water heating;
- Passive solar construction;
- Car-share pods throughout the development;
- Energy star appliances;
- LEED platinum certification.

4. DEIS Underestimates Diesel Particulate Matter Emissions.

The DEIS fails entirely to calculate hazardous air pollutant or Toxic Air Contaminants (TACs) that will be generated during Project construction. SWAPE points out that this violates SCAQMD CEQA guidance. SWAPE calculates that the Project will generate TAC emissions well above the SCAQMD CEQA significance threshold.

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The DEIS concludes without calculation that the Project will not exceed the SCAQMD CEQA significance threshold of 10 per million. (DEIS 5.2-42). However, there are no calculations to support this conclusion.

SWAPE conducted detailed analysis using guidance from California Office of Environmental Health Hazard Assessment (OEHHA) and United States Environmental Protection Agency (US EPA). SWAPE's calculations show that Project construction will result in cancer risks that exceed SCAQMD CEQA Significance thresholds for infants and children. (SWAPE p. 18). This impact must be disclosed in a supplemental draft EIS, and mitigation measures must be considered to reduce these impacts.

21

5. The FEIR Fails to Adequately Analyze Impacts to Biological Resources.

It is the policy of the State of California to

Prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities.

(Pub. Res. Code § 21001(c).) An EIR may not avoid studying impacts to biological resources by proposing future study or mitigation based on future studies unless the mitigation measures and performance standards are explicit in the DEIR. (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 671)

As will be more fully set forth in forthcoming comments, the DEIS fails to assess impacts to wildlife, especially sensitive species and plants. Where impacts are identified, the DEIS impermissibly relies on vague, unenforceable and deferred mitigation measures, most of which lack a foundation in science and performance standards. Consequently, the DEIS must be revised to reassess impacts to biological resources and, where appropriate, propose adequate mitigation measures with definite terms and verifiable performance standards.

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Deferral of mitigation measures is prohibited under CEQA:

By adopting the condition that applicant would comply with environmental standards for sludge disposal, the County effectively removed this aspect of the project from environmental review, trusting that the Regional Water Quality Control Board and the applicant would work out some solution in the future..... Having no "relevant data" pointing to a solution of the sludge disposal problem, the County evaded its duty to engage in a

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comprehensive environmental review by approving the use permit subject to a condition requiring future regulatory compliance. *Sundstrom*, 202 Cal.App.3d at 309.

[R]eliance on tentative plans for future mitigation after completion of the CEQA process significantly undermines CEQA's goals of full disclosure and informed decisionmaking; and[,] consequently, these mitigation plans have been overturned on judicial review as constituting improper deferral of environmental assessment. *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th at 92.

Similarly, an agency cannot fail to analyze potentially significant impacts, then rely on that failure to conclude that a Project has no significant impacts. An agency may not assert that there is no evidence of a significant environment impact because the agency failed to undertake an adequate environmental analysis. (*Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 311 ("The agency should not be allowed to hide behind its own failure to gather relevant data.")).

C. THE CITY OF RANCHO MIRAGE SHOULD PREPARE AND RECIRCULATE A SUPPLEMENTAL FEIR.

Recirculation of an EIR prior to certification, as here, is addressed in CEQA § 21092.1, and CEQA Guidelines §15088.5. "When significant new information is added to an environmental impact report after notice has been given pursuant to Section 21092 ... **but prior to certification**, the public agency shall give notice again pursuant to Section 21092, and consult again pursuant to Sections 21104 and 21153 before certifying the environmental impact report." PRC § 21092.1. "Significant new information" includes:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
 - (2) A substantial increase in the severity of an environmental impact would result...
 - (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project...
 - (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.
- 14 CCR §15088.5; *Mountain Lion Coal. v. Fish and Game Comm'n* (1989) 214 Cal.App.3d 1043.

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In *Mountain Lion*, the court held that when a detailed project analysis is not prepared until the FEIR, then the document must be recirculated for public comment.

If we were to allow the deficient analysis in the draft EID⁹ to be bolstered by a document that was never circulated for public comment ... we would be subverting the important public purposes of CEQA. Only at the stage when the draft EID is circulated can the public and outside agencies have the opportunity to analyze a proposal and submit comment. No such right exists upon issuance of a final EID unless the project is substantially modified or new information becomes available. (See Cal. Code Regs., tit. 14, § 15162.) To evaluate the draft EID in conjunction with the final EID in this case would only countenance the practice of releasing a report for public consumption that hedges on important environmental issues while deferring a more detailed analysis to the final EID that is insulated from public review.

Mountain Lion, 214 Cal.App.3d at 1052.

In *Laurel Heights Impr. Assn. v. Reg. of Univ. of Cal.* (1993) 6 Cal. 4th 1112 (“*Laurel Heights II*,” the Supreme Court explained that Section 21092 favors EIR recirculation prior to certification. The Court stated:

Section 21092.1 was intended to encourage meaningful public comment. (See State Bar Rep., supra, at p. 28.) Therefore, new information that demonstrates that an EIR commented upon by the public was so fundamentally and basically inadequate or conclusory in nature that public comment was in effect meaningless triggers recirculation under section 21092.1. (See, *Mountain Lion Coalition v. Fish & Game Com.*, supra, 214 Cal.App.3d 1043.)

Laurel Heights II, 6 Cal.4th at 1130 (emph. added).

Here, the DEIS was prepared by the wrong lead agency. Also, the DEIS has failed entirely to analyze impacts, such as toxic air contaminants, and erroneously analyzed impacts to traffic, greenhouse gases, criteria air pollutants, and many others. A supplemental DEIS must be prepared to address these impacts. Unless the DEIS is revised to address these deficiencies and unless that DEIS is recirculated for further public review, the public and decision makers will be deprived of an opportunity for full input and informed decision making.

⁹ EID is essentially the same as an EIR since the Dept. of Fish and Game had a certified environmental program.

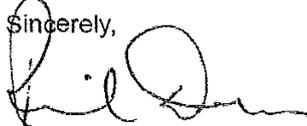
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V. CONCLUSION

LIUNA Local Union No. 1184 believes the Project DEIS is wholly inadequate and requires significant revision, recirculation and review. Thank you for your attention to these comments. Please include this letter and all attachments hereto in the record of proceedings for this project.

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Sincerely,



Richard T. Drury
Lozeau Drury LLP
Attorneys for Laborers' International Union of
North America (LIUNA), Local Union No. 1184

EXHIBIT A



Technical Consultation, Data Analysis and
Litigation Support for the Environment

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January 16, 2015

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410 12th Street, Suite 250
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Subject: Comments on the Section 24 Specific Plan, Agua Caliente Band of Cahuilla Indians

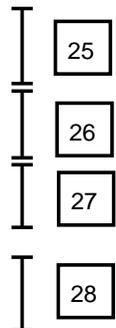
Dear Mr. Drury:

We have reviewed the November 2014 Draft Environmental Impact Statement (DEIS) for the Section 24 Specific Plan prepared by the Agua Caliente Band of Cahuilla Indians ("Project"). The Project is proposed for a 577-acre portion of the Reservation (Section 24) bounded by Ramon Road on the north, Bob Hope Drive on the east, Dinah Shore Drive on the south, and Los Alamos Road on the west. The Project would allow for the development of a maximum of 1,200 units of adult-living residences, 1,206 multi-family residences, and 3.14 million square feet of commercial development.

Our review concludes that the DEIS fails to:

1. Adequately evaluate and mitigate construction and operational criteria air pollutant emissions via CalEEMod.2013.2.2;
2. Evaluate, whatsoever, the potential for diesel particulate matter emissions from construction to pose a health risk to nearby residents;
3. Correctly establish a business as usual (BAU) baseline, and as a result, does not correctly assess the significance of or properly mitigate Project greenhouse gas (GHG) emissions.

A revised DEIS should be prepared to disclose and adequately discuss these issues and to identify mitigation measures, where necessary.



Air Quality: Operational and Construction Air Emissions are Inadequately Mitigated

The DEIS states that post-mitigation construction emissions exceed the South Coast Air Quality Management District (SCAQMD) threshold for VOCs, and that post-mitigation operational emissions exceed SCAQMD threshold for VOCs, NOx, and CO. We have found the DEIS fails to identify commonly used mitigation measures to reduce the impacts of criteria air pollutants in excess of thresholds. Because these impacts are considered to be significant and unavoidable, all feasible mitigation should be identified to reduce impact to the maximum extent feasible. A revised DEIS should be prepared to identify additional mitigation measures as suggested below.

29

Additional mitigation is available to address VOCs

Project construction emissions of VOCs will emanate primarily from the application of architectural coatings (p.5.2-33). The DEIS states (p.2.0-20):

Short-term emissions associated with construction of the Project would exceed the South Coast Air Quality Management District (SCAQMD) volatile organic compounds (VOCs) thresholds for regional emissions for the Tribal Planning Area only and Project Buildout scenarios.

The DEIS goes on to state (p.5.2-46):

Construction and operation emissions would exceed the threshold for VOCs. Mitigation Measure MM 5.2-1 is recommended to reduce the VOC impacts. However, given the level of what is known about the proposed Project, the precise quantification of VOC emission reductions cannot be determined accurately. For example, it cannot be determined precisely how much prepainted construction materials and construction materials that require no painting will be used in the development of the Project. It is assumed that these measures could be applied between approximately 10 to 20 percent of the interior and exterior square footages with a corresponding 10 to 20 percent reduction in VOCs. This would reduce VOCs by approximately 15 to 30 pounds per day but would not reduce the emissions below SCAQMD thresholds. For this reason, the lead agency has determined that this impact would be considered to be significant and unavoidable.

30

As mitigation (MM 5.2-1), the DEIS requires only the following measures for the Active Adult Community and Tribal Planning Areas:

The contractor shall incorporate the following into construction plans and specifications, which shall be implemented to reduce VOC emissions resulting from application of architectural coatings:

- Contractors shall use high-pressure, low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent.
- Coatings and solvents with VOC content lower than required under Rule 1113 shall be used.

- Construction and building materials that do not require painting shall be used to the extent feasible.
- Prepainted construction materials shall be used to the extent feasible.

30

The DEIS also states that Architectural Coatings for the proposed Project would comply with SCAQMD Regulation XI, Rule 1113 – Architectural Coating. Rule 1113 provides specifications on painting practices as well as regulates the VOC content within paint (p.5.2-35).

The mitigation measures that are identified to reduce VOC emissions, along with compliance with SCAQMD Regulation XI Rule 1113, do not go far enough to reduce emissions. Because VOC emissions are above thresholds, additional mitigation measures to reduce VOC emissions from Architectural Coatings should be identified. Numerous additional and feasible mitigation measures are available to reduce VOC emissions, including the following which are routinely identified in other CEQA matters:

Use zero-VOC emission paint

Mitigation measure 5.2-1 only commits to the use of low-VOC paint. The use of zero-VOC emission paint has been required for numerous projects that have undergone CEQA review.¹ Zero-VOC emission VOC paints are commercially available.² Other low-VOC standards should be incorporated into mitigation including use of “supercompliant” paints, defined in R1113 at 10 grams/liter.

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Construct buildings that do not require paint

Using materials that do not require painting is a common mitigation measure where VOC emissions are a concern.³ Interior and exterior surfaces, such as concrete, can be left unpainted.

Require use of spray equipment with greater transfer efficiencies

Mitigation measure 5.2-1 requires high-pressure, low-volume paint applicators with a minimum transfer efficiency of at least 50 percent. Greater paint-transfer efficiencies are available. The SCAQMD is now able to certify high-volume low-pressure (HVLP) spray applicators and other application technologies at efficiency rates of 65 percent or greater.⁴

Use of all feasible mitigation, including those measures described above, is necessary because of the significant and unavoidable impacts from VOC emissions during construction. A revised DEIS should be prepared to identify additional mitigation.

Additional mitigation is available to address NOx emissions

The DEIS states that NOx emissions from Project construction operation, following mitigation, are significant and unavoidable. The DEIS claims “no feasible Mitigation Measures are available to reduce ... operational ...NOx ... emissions below SCAQMD regional thresholds” (p.5.3-2). The primary source of

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¹ <http://www.longbeach.gov/pw/eir/specdistregionalgov/03-sdrg-scaqmd-122205.pdf>

² http://www.benjaminmoore.com/en-us/for-your-home/paint-products/natura-waterborne-interior-paint?lang=en_US&role=H#adv=0&tab=2 and <http://www.mlandman.com/gbuildinginfo/lowvocpaints.shtml>

³ <http://www.cityofirvine.org/civica/filebank/blobdload.asp?BlobID=16943>, p.3.2-15

⁴ <http://www.aqmd.gov/home/permits/spray-equipment-transfer-efficiency>

NOx emissions would be largely from residential and commercial vehicle trips (p.6.0-14). The DEIS identifies the following mitigation measures to address the NOx exceedances (p.5.2-46):

MM 5.2-2: Construction equipment engines shall utilize Tier 4 engines or better; and

MM 5.6-10: Prior to the issuance of each building permit, the applicant shall provide evidence to the appropriate Planning Department the use of employment based trip and vehicle miles traveled (VMT) policies that encourage the use of alternative transportation. Comprehensive employment based trip and VMT reduction policy measures shall be in compliance with City or Tribe mass transit programs and include but are not limited to the measures listed below:

- Seek approval from the appropriate Planning Department(s) to waive minimum parking requirements and reduce parking from the minimum standards by as much as 20 percent for projects within a quarter mile of a transit station.
- Use shared and/or centralized parking facilities consistent with a “park once” approach.
- Require that employers provide information on public transportation options to employees.
- Require that large employers (250 or more employees at a single work-site location) and encourage small employers (less than 250 employees at a single work-site location) to provide bicycle parking facilities, employee break rooms with refrigerators and microwaves, and automated teller machines (ATMs).
- Require that large employers (250 or more employees at a single work-site location) provide a transportation demand management program, such as vanpools/carpools, ride-sharing/ride-matching, and/or “guaranteed ride home” services that allow employees who use public transit to get a free ride home if they need to stay at work late.
- Require that 1 electric vehicle charging station be provided for every application for 100,000 or more square feet of non-residential development.

32

The DEIS admits that mitigated Project operational-source NOx emissions would be in exceedance of SCAQMD regional thresholds, and would result in a significant and unavoidable impact (DEIS p.4.3-31). The DEIS states that the Project “implements all feasible mitigation measures and complies with all applicable SCAQMD Rules directed toward reduction of NOx emissions,” and that “no feasible mitigation measures exist that would further substantively reduce these emissions” (p.4.3-32).

Despite this claim, additional commonly used mitigation is available. A revised DEIS should be prepared to identify additional mitigation to include consideration of the following measures proposed in CAPCOA’s Quantifying Greenhouse Gas Mitigation Measures⁵ (which is also applicable in reducing NOx), in an effort to reduce operational NOx emissions to below SCAQMD thresholds.

Reduce VMT by increasing transit accessibility

The DEIS provides no concrete plans for increasing transit access, stating only vaguely (p.2.0-7):

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⁵ <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Sufficient demand may be generated to support additional bus lines or a change in routes to stop at two or three additional locations within the Mixed-Use Core or other Tribal Planning Areas along Bob Hope Drive and Ramon Road.

Making transit more accessible encourages the use of other modes of transportation and therefore reduces VMT. According to CAPCOA, implementation of this mitigation measure would reduce mobile source NOx emissions by 0.5 to 24.6 percent. A revised DEIS should identify specific additional transit stops on SunLine's Route 32 to provide service for all residents and Project-related employees within a five to ten minute walk, or roughly a quarter of a mile from the stops;

33

Add additional pedestrian and bicycle access and related facilities

The Project identifies Class I pedestrian/bicycle lanes/golf cart paths along the exterior of the development (Figure 3.0-8); however, these lanes are not planned for the interior, where commercial and residential land uses will be located. A revised DEIS should identify additional dedicated Class I pedestrian/bicycle lanes/golf cart paths to the interior of the Project site.

All feasible mitigation, including the above measures, should be considered in a revised DEIS because of the significant and unavoidable impacts from NOx emissions during construction.

Air Quality: Miscalculation of Construction & Operational Emissions via CalEEMod.2013.2.2

The Air Quality assessment in the DEIS does not satisfy the CEQA Federal Conformity Guidelines requirement for quantification of emissions. These guidelines require that a DEIS provide justification for the quantification methodology used, including emission factors, emission factor sources, assumptions, and sample calculations.⁶ The proposed Project does not provide justification or support documentation for certain assumptions inputted into the model used to estimate emissions. Additionally, there are many discrepancies between the construction parameters discussed in the DEIS and the input parameters entered into the model. Due to these reasons, the calculated air emissions are not reliable and should not be utilized to determine whether construction and operational activities comply with the SCAQMD Criteria Pollutant Significance Emissions Thresholds.⁷

34

The Air Quality assessment relies on emissions calculated from the California Emissions Estimator Model Version CalEEMod.2013.2.2 ("CalEEMod").⁸ CalEEMod provides recommended default values based on site specific information, such as land use type, meteorological data, total lot acreage, Project type, and typical equipment associated with phases of construction. The user is allowed to change these default values; however, the CalEEMod model requires justification for altering the defaults. The DEIS explains the Project parameters, such as the site location and characteristics, the duration of construction, the number of worker trips, etc. However, several of the values inputted into the CalEEMod model do not

⁶ <http://www.avaqmd.ca.gov/Modules/ShowDocument.aspx?documentid=2908>

⁷ <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>

⁸ <http://www.caleemod.com/>

correspond with the parameters discussed in the DEIS. Furthermore, there are unsubstantiated assumptions made in the CalEEMod model that veer from the default values.

34

The proposed Project is anticipated to be constructed in two phases, with the Active Adult Community (Area 8) constructed first, and the Tribal Planning areas (Areas 1-7) constructed two years after the completion of the first phase (p. 5.2-22). These two scenarios are modeled in the DEIS along with a conservative "Combined Scenario", where it is assumed that the entire Project is constructed at one time. The DEIS states that the Active Adult Community and the Combined Scenario "assumes that the entire 577-acre site is graded..." (p. 5.2-23). However, the CalEEMod output tables in Appendix B of the DEIS show that the input value for total acres graded is only equal to 450 acres (pp.13, 386).

35

The DEIS lists the Active Adult Community's construction phases and the number of worker trips for each phase. The DEIS states, "The construction workforce would consist of 20 worker trips/day during trenching..." (p.5.2-23). The CalEEMod output tables in Appendix B, however, show that the "Worker Trip Number" for the Utilities/Trenching phase is only equal to 15 worker trips/day (p.15).

36

CalEEMod provides default values for construction equipment types and total equipment quantities for each construction phase, based on Project acreage and construction duration.⁹ All three scenarios rely on these default values for each phase of construction, with the exception of the Utilities/Trenching phase. Default values were not relied upon because CalEEMod does not have a set list of default equipment types and quantities for the "Trenching" construction phase. As a result, the Active Adult Community scenario lists a completely different set of construction equipment for the Trenching phase when compared to the Trenching phase in the Combined Scenario (Appendix B, p. 14, 332). Furthermore, the "Usage Hours" for certain equipment not only differ between the two scenarios, but do not follow the "Usage Hours" listed in the CalEEMod User Guide. A comparison of the equipment modeled in each scenario is listed in the table below.

Active Adult Community			Combined Scenario		
Amount	Equipment Type	Usage Hours	Amount	Equipment Type	Usage Hours
1	Forklift	4.00	1	Forklift	4.00
2	Off-Highway Trucks	8.00	2	Off-Highway Trucks	8.00
1	Signal Board	8.00	1	Air Compressor	6.00
1	Trencher	6.00	1	Generator Set	8.00
1	Welder	4.00	1	Welder	8.00
			3	Tractors/Loaders/Backhoes	7.00

37

There are many discrepancies between the Active Adult Community equipment list and the Combined Scenario equipment list for the Trenching construction phase. The Active Adult scenario includes a Signal Board and a Trencher, where as the Combined Scenario does not include these two pieces of equipment. Equipment included in the Combined Scenario, but not listed in the Active Adult scenario

⁹ <http://www.caleemod.com/>

includes a Generator Set, an Air Compressor, and three Tractors. Furthermore, the usage for the Welder in the Active Adult scenario is equal to four hours, whereas the usage for the Welder in the Combined Scenario is equal to eight hours. Lastly, according to the CalEEMod's *User Guide Appendix D: Default Data Tables*, the usage for Forklifts at sites greater than 100 acres is equal to eight hours, not four.¹⁰ The discrepancies found between these lists make the emissions calculated from both scenarios unreliable.

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For all three scenarios, the population for each residential land use type differs from CalEEMod's default population value. This difference, however, is justified in the CalEEMod output tables in Appendix B, specifically under the "User Entered Comments & Non-Default Data" section (p.3, 150, 378), which states that the population is based on a 1.95 factor. Therefore, the population for the proposed Condo/Townhouse High Rise in the Tribal Planning areas and the Combined Scenario should be equal to 1.95 multiplied by the number of dwelling units (DU); however, this is not the case. 1,206 DU multiplied by 1.95 is equal to approximately 2,352 residents. The number of residents entered into the Tribal Planning scenario and the Combined Scenario, however, is 2,028 residents (p.149, 321). This reduction in the population is not explained or justified. Furthermore, a smaller population would ultimately reduce the operational emissions of the proposed Project.

38

Construction of the Active Adult Community is anticipated to occur over a six year period, beginning in fall of 2015 and ending by spring of 2021 (DEIS p.5.2-22). Construction of the Tribal Planning areas is estimated to take approximately twice as long as the Active Adult Community, beginning in early 2023 and ending by late 2035, equating to roughly twelve years (p.5.2-23). The Combined Scenario utilizes the Active Adult Community construction period of six years, which essentially cuts the Tribal Planning construction period in half. It's a general rule that when a construction period is shortened by half, the amount of construction equipment needs to be doubled.¹¹ Therefore, the construction equipment for the Combined Scenario should include the equipment needed for the Active Adult Community, as well as a doubled amount of the equipment needed for the Tribal Planning areas. The Combined Scenario, however, does not make any changes to the equipment list (Appendix B p.332). In fact, the only values changed in the Combined Scenario are the number of worker trips and vendor trips for the "Building Construction" and "Architectural Coating" phases (Appendix B p.333). As a result, the emissions calculated in the Combined Scenario are not truly representative of the construction emissions that would result if the two Project phases were constructed concurrently.

39

The DEIS assumes that, during construction, all roads driven on will be paved (p.5.2-23). Based on Project site characteristics and construction detail, this assumption is both unrealistic and unsubstantiated. Furthermore, the idea that all access roads to the Project site will be 100% paved artificially reduces the construction emissions to below thresholds. The DEIS mentions several times that there are unpaved access roads that parallel the eastern and southern boundaries of the Project site (p.5.3-3; p.5.1-2). Furthermore, as displayed in the image below, the proposed site is currently undeveloped, so in order to access the interior of the 577-acre site and begin construction, workers

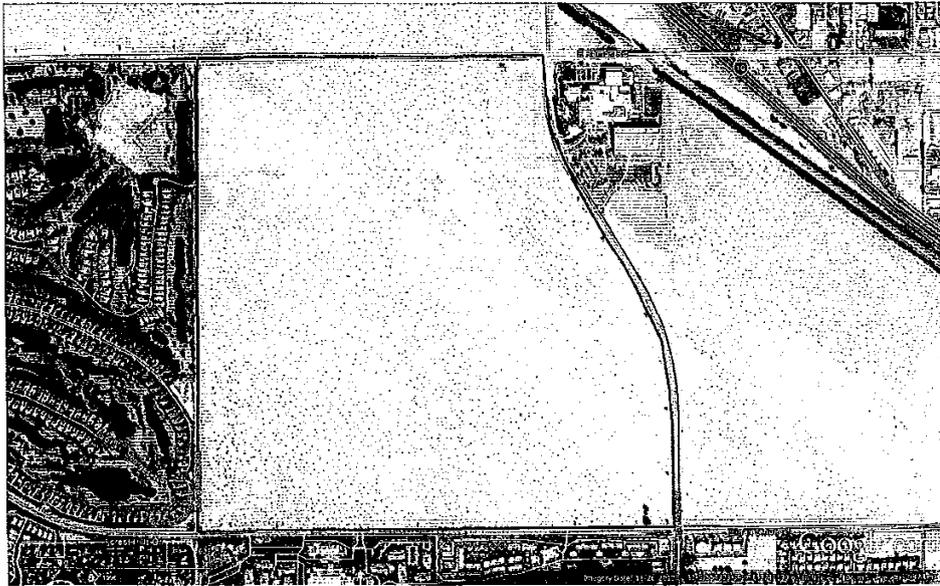
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¹⁰ User Guide Appendix D: Default Data Tables. <http://www.caleemod.com/>, page 9.

¹¹ <http://www.airquality.org/ceqa/UserTipsSMAQMD.pdf>

would realistically have to drive on unpaved access roads. An argument could be made that a paved road would be put in place prior to the start of construction; however, according to the construction schedule, paving activities do not begin until November 23, 2020, which is roughly five years after the start of the first phase of construction (Appendix B p.13).

40



The CalEEMod input values in Appendix B do not correspond with what was discussed in the DEIS. Furthermore, certain unsubstantiated assumptions included in the model artificially reduce the true Project emissions. Therefore, the calculated emissions do not accurately reflect the true emissions that would come from the construction of the proposed Project. Utilizing the construction details specified in the DEIS, we ran a CalEEMod model in an effort to better estimate Project emissions. Some parameters that deviated from the information discussed in the DEIS were not changed. This is because we were not certain on a correct value to replace the original value with, and neither the DEIS nor the Appendices presented a clear substitution. Therefore, this CalEEMod model may still be an underrepresentation of the true emissions of the proposed Project. The updated CalEEMod output files can be found in **Appendix A**. The following adjustments were made to the model:

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- Acres graded changed from 450 acres to 577 acres,
- Utilities/Trenching Worker Trips adjusted from 15 to 20,
- Forklift and Welder "Usage Hours" changed from 4 to 8 hours,
- Condo/Townhouse High Rise population increased from 2,028 to 2,352 residents,
- Combined Scenario construction equipment for the "Building Construction" and "Architectural Coating" phases doubled, and
- Percent of paved roads that construction workers drive on decreased from 100% to 90%. It should be noted, however, that this is a highly conservative assumption, and true Project conditions will most likely reflect a lower percentage of paved roads.

Using the new model parameters, the annual concentrations of all criteria pollutant emissions, in tons per year, increase. Furthermore, the maximum daily criteria pollutant emissions exceed SCAQMD construction and operational thresholds, even with mitigation (see tables below).¹²

41

Tribal Planning (Areas 1-7) Mitigated Construction Emissions						
Pollutant (pounds/day)						
Year	VOC	NOx	CO	SO2	PM10	PM2.5
2023						
Maximum	4	16	60	0	868	88
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	Yes	Yes
2024						
Maximum	4	16	59	0	868	88
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	Yes	Yes
2025						
Maximum	4	16	58	0	868	88
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	Yes	Yes
2026						
Maximum	4	16	57	0	868	88
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	Yes	Yes
2027						
Maximum	125	20	88	0	1,692	171
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes
2028						
Maximum	124	20	87	0	1,692	171
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes
2029						
Maximum	124	20	86	0	1,692	171
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes
2030						
Maximum	124	20	85	0	1,692	171
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes

¹² <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2>

2031						
Maximum	124	19	86	0	1,692	171
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes
2032						
Maximum	124	19	85	0	1,692	171
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes
2033						
Maximum	121	4	30	0	824	83
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes
2034						
Maximum	121	4	30	0	824	83
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes
2035						
Maximum	121	4	29	0	824	83
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes

Tribal Planning (Areas 1-7) Mitigated Operational Emissions						
Pollutant (pounds/day)						
	VOC	NOx	CO	SO2	PM10	PM2.5
Maximum	696	568	3,477	4	265	78
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Active Adult (Area 8) Mitigated Construction Emissions						
Pollutant (pounds/day)						
Year	VOC	NOx	CO	SO2	PM10	PM2.5
2015						
Maximum	1	20	39	0	25	6
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
2016						
Maximum	4	31	59	0	432	44
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	Yes	No
2017						

Maximum	134	21	62	0	522	53
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	No
2018						
Maximum	133	20	58	0	522	53
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	No
2019						
Maximum	133	20	55	0	522	53
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	No
2020						
Maximum	133	18	52	0	522	53
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	No
2021						
Maximum	131	11	23	0	105	11
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No
2022						
Maximum	130	1	6	0	90	9
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No

Active Adult (Area 8) Mitigated Operational Emissions						
Pollutant (pounds/day)						
	VOC	NOx	CO	SO2	PM10	PM2.5
Maximum	193	64	402	0	34	11
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No

Combined (Areas 1-8) Mitigated Construction Emissions						
Pollutant (pounds/day)						
Year	VOC	NOx	CO	SO2	PM10	PM2.5
2015						
Maximum	1	20	39	0	25	6
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
2016						
Maximum	11	54	162	0	1,300	132
SCAQMD Threshold	75	100	550	150	150	55

Threshold Exceeded?	No	No	No	No	Yes	Yes
2017						
Maximum	326	59	209	0	2,215	224
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes
2018						
Maximum	325	57	195	0	2,215	224
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes
2019						
Maximum	324	55	185	0	2,215	224
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes
2020						
Maximum	323	52	175	0	2,215	224
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes
2021						
Maximum	317	17	63	0	929	94
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes
2022						
Maximum	315	7	43	0	914	92
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	Yes	Yes

Combined (Areas 1-8) Mitigated Operational Emissions						
Pollutant (pounds/day)						
	VOC	NOx	CO	SO2	PM10	PM2.5
Maximum	883	594	3,716	4	260	78
SCAQMD Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

According to SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. By applying SCAQMD's cumulative air quality impact methodology, implementation of the Project would result in an increase of VOC, PM10, and PM2.5 during construction, and an increase of VOC, NOx, CO, PM10, and PM2.5 during operation, such that significant cumulative impacts would occur. Therefore, the Project would result in a cumulatively considerable net increase of the criteria pollutants listed above. Accordingly, cumulative impacts would be potentially significant. Project alternatives and/or additional mitigation measures

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should be pursued to minimize the cumulative impacts of the Project emissions to below SCAQMD criteria pollutant thresholds.

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A revised DEIS should be prepared to include an air model that is supported by input values that accurately reflect construction and operation phases of the Project. All emissions that are estimated to be above threshold values should be mitigated using all feasible measures.

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Diesel Particulate Matter Emissions Inadequately Evaluated

The Air Quality assessment in the DEIS does not satisfy the South Coast Air Quality Management District (SCAQMD, or the "District") CEQA requirements for determining whether the Project will expose sensitive receptors to substantial pollutant concentrations. The DEIS did not examine concentrations of hazardous air pollutants or Toxic Air Contaminants (TACs) that will be generated by construction of the proposed Project. The omission of this analysis is contradictory to the guidelines set forth by the SCAQMD, and our review of estimated Project construction emissions of diesel particulate matter (DPM) determined that significant air quality impacts may be generated through the use of diesel-fueled construction equipment on-site.

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The DEIS suggests that the proposed Project will not emit carcinogenic or TACs that exceed the maximum individual cancer risk of 10 in 1 million (p.5.2-42). The DEIS states that, "the residential land uses associated with the Project are not anticipated to emit individual or cumulative TACs in appreciable quantities," and that "no significant impacts with respect to this criterion are expected to occur" (p.5.2-42). However, they do not actually quantify this health risk, and seemingly come to this conclusion with no thorough analysis of the potential risk to nearby sensitive receptors.

This determination is in contrast to the most recent guidance published by the Office of Environmental Health Hazard Assessment (OEHHA), the organization responsible for providing recommendations for health risk assessments in California. In 2012, OEHHA released a Revised Technical Support Document for Exposure Assessment and Stochastic Analysis, which describes the types of projects that warrant the preparation of a health risk assessment. Construction of the Project will produce emissions of DPM, a human carcinogen, through the exhaust stacks of construction equipment for approximately six years, assuming the most conservative Combined Scenario (p.5.2-23). The OEHHA document recommends that all short-term projects lasting at least two months be evaluated for cancer risks to nearby sensitive receptors.¹³ This recommendation reflects the most recent health risk assessment policy, which will be integrated into the new OEHHA Guidance Manual for the Preparation of Risk Assessments to be released sometime early in 2015. As such, an assessment of health risks to nearby residential receptors from Project construction should be included in a revised CEQA evaluation for the Project.

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As of 2011, the United States Environmental Protection Agency (USEPA) recommends AERSCREEN as the leading air dispersion model, due to improvements in simulating local meteorological conditions based on simple input parameters.¹⁴ The model replaced SCREEN3, which is included in OEHHA¹⁵ and

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¹³ http://www.oehha.ca.gov/air/hot_spots/pdf/2012tsd/Chapter11_2012.pdf

¹⁴ http://www.epa.gov/ttn/scram/guidance/clarification/20110411_AERSCREEN_Release_Memo.pdf

CAPCOA¹⁶ guidance as the appropriate air dispersion model for Level 2 health risk screening assessments (HRSAs). A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project.

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We prepared a preliminary health risk screening assessment (HRSA) of the Project’s construction emissions for the most conservative “Combined Scenario”. CEQA requires the use of “conservative analysis” to afford the “fullest possible protection of the environment.”¹⁷ Furthermore, SCAQMD CEQA Air Quality Handbook recommends “utilizing the highest daily emissions” when assessing the potential health risks of a Project.¹⁸ Estimates of Project construction emissions were calculated using CalEEMod. As previously mentioned, the emissions calculated from the original Combined Scenario CalEEMod model are not reliable due to inaccurate input values. Therefore, this preliminary HRSA will be calculated using the corrected CalEEMod model emissions (See Section “Miscalculation of Construction and Operational Emissions via CalEEMod.2013.2.2”).

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The CalEEMod maximum daily emissions, calculated in the updated model, indicate that mitigated construction activities will generate approximately 6,248 pounds, of DPM over a 2,456 day construction period. The construction schedule in the CalEEMod files specifies that construction will occur over 1,755 work days, starting from November 1, 2015 and ending July 22, 2022. An excerpt of the construction schedule is shown below.

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	11/1/2015	11/27/2015	5	20	
2	Grading	Grading	11/28/2015	8/5/2016	5	180	
3	Utilities	Trenching	6/7/2016	11/21/2016	5	120	
4	Building Construction	Building Construction	11/22/2016	11/22/2020	5	1044	
5	Architectural Coating	Architectural Coating	4/1/2017	7/22/2022	5	1365	
6	Paving	Paving	11/23/2020	5/7/2021	5	120	

The AERSCREEN model relies on a continuous average emission rate to simulate maximum downwind concentrations from point, area, and volume emission sources. To account for the variability in construction equipment usage over the phases of Project construction, we calculated an average DPM emission rate over the anticipated construction duration by the following equation.

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$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{6,248\ lbs}{1755\ days} \times \frac{453.6\ grams}{lb} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3,600\ seconds} \approx 0.019\ g/s$$

¹⁵ http://oehha.ca.gov/air/hot_spots/pdf/HRAguidefinal.pdf

¹⁶ http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf

¹⁷ http://www.aqmd.gov/docs/default-source/ceqa/handbook/high-cube-warehouse-trip-rate-study-for-air-quality-analysis/final-ielc_6-19-2014.pdf?sfvrsn=2

¹⁸ <http://www.aqmd.gov/docs/default-source/planning/risk-assessment/risk-assessment-procedures-v-7.pdf?sfvrsn=4>

Construction activity was simulated as a rectangular area source in AERSCREEN, with dimensions of 1,608 meters by 1,402 meters. A release height of three meters was selected to represent the height of exhaust stacks on construction equipment, and an initial vertical dimension of 1.5 meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution.

According to the DEIS, there are numerous sensitive receptors that surround the Project Site. The closest sensitive receptors to the site include residents in the Mission Hills communities located approximately 38 meters (125 feet) west of Los Alamos Road and approximately 45 meters (150 feet) southwest and south of Dinah Shore Drive (p.5.2-9). The DEIS states that “the Agua Caliente Resort/Casino/Spa, located at the southwest corner of Ramon Road and Bob Hope Drive, may also be considered a sensitive receptor for purposes of assessing potential health risks” (p.5.2-9).

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The AERSCREEN model generated maximum reasonable estimates of single-hour downwind DPM concentrations from the Project site. USEPA guidance suggests that in screening procedures, the annualized average concentration of an air pollutant may be estimated by multiplying the single-hour concentration by 10%.¹⁹ The maximum single-hour downwind concentration in the AERSCREEN output was approximately 0.57 µg/m³ DPM 50 meters downwind, a distance that is most representative of the sensitive receptor locations of 38 and 45 meters. The annualized average concentration for the sensitive receptors was estimated to be 0.057 µg/m³.

We calculated excess cancer risks for each sensitive receptor location, for adults, children, and infant receptors using applicable HRA methodologies prescribed by OEHHA. OEHHA recommends the use of Age Sensitivity Factors (ASFs) to account for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution.²⁰ According to the revised guidance, quantified cancer risk should be multiplied by a factor of ten during the first two years of life (infant), and by a factor of three for the subsequent fourteen years of life (child aged two until sixteen). The results of our calculations are shown below.

Parameter	Description	Units	Adult Exposure	Child	Infant
C _{air}	Concentration	ug/m ³	0.057	0.057	0.057
DBR	Daily breathing rate	L/kg-day	302	581	581
EF	Exposure Frequency	days/year	350	350	350
ED	Exposure Duration	years	6.73	6.73	6.73
AT	Averaging Time	days	25550	25550	25550
	Inhaled Dose	(mg/kg-day)	1.6E-06	3.1E-06	3.1E-06
CPF	Cancer Potency Factor	1/(mg/kg-day)	1.1	1.1	1.1
ASF	Age Sensitivity Factor	-	1	3	10
	Cancer Risk		1.75E-06	1.01E-05	3.36E-05

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¹⁹ http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019_OCR.pdf

²⁰ http://oehha.ca.gov/air/hot_spots/pdf/2012tsd/Chapter11_2012.pdf

The excess cancer risk to adults, children, and infants during Project construction for the sensitive receptors are 1.75, 10.1, and 33.6 in one million, respectively. Consistent with OEHHA guidance, exposure was assumed to begin in the infantile stage of life to provide the most conservative estimate of air quality hazards.

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The infantile and child exposure for the sensitive receptors exceed the SCAQM District threshold of 10 in one million. It should be noted that this health risk assessment was calculated from a CalEEMod model we ran. Some of the parameters in this model, which were found to be incorrect, were not adjusted due to lack of information provided in the DEIS and Appendices. Due to these reasons, the actual excess cancer risk could be greater than the values calculated here. A refined health risk assessment should be prepared to examine air quality impacts generated by Project construction using site-specific meteorology and specific equipment usage schedules. Our calculations demonstrate that the Project poses a significant and unmitigated health risk due to DPM emissions. Therefore, an updated DEIS should be completed and adequate mitigation measures should be proposed for the Project.

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Greenhouse Gas Emissions: Analysis Relies on Incorrect Baseline

The DEIS, in an effort to comply with AB 32 and establish a Project baseline, compares the Project's GHG emissions to a business as usual (BAU) scenario. However, the DEIS's definition of a BAU scenario for the Project site is inaccurate, and the comparison utilized to achieve compliance with AB 32 results in inflated baseline emissions, and overstates the proposed Project's presumed benefits and compliance measures. A revised DEIS needs to identify an acceptable method of reaching compliance with AB 32, and needs to determine an alternative threshold to compare Project emissions to.

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The 2008 Scoping Plan indicates that statewide AB 32 compliance would be achieved provided that there was a minimum 15 percent reduction in BAU GHG emissions for 1990 levels.²¹ The DEIS utilizes this reduction percentage as a way to show compliance with GHG regulations (p.5.6-24), and determines that the Project's conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases is less-than-significant (p.5.6-29). This level of significance is, of course, achieved by creating a BAU baseline; the DEIS defines the BAU scenario as the GHG emissions from the proposed Project if the Project were hypothetically built without Title 24 efficiencies, Project Design Features, or Mitigation Measures (p. 5.6-25).

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But this is an improper baseline that does not exist because the site is currently a vacant lot of land. Utilizing hypothetical Project emissions as a BAU scenario is not consistent with the CARB definition of BAU. CARB defines BAU in their Scoping Plan as emission levels that would occur if existing conditions in California continued to grow and add new GHG emissions, but did not adopt any measures to reduce emissions.²² Utilizing this definition, a BAU scenario at the proposed Project site would be the actual, existing GHG emissions. This would result in the comparison of the Project GHG emissions to a vacant lot of land and to the surrounding residential communities and the Agua Caliente Resort/Casino/Spa, which would show non-compliance with AB 32.

²¹ <http://www.arb.ca.gov/cc/ab32/ab32.htm>

²² http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf

Furthermore, on July 1, 2013, the Governor's Office of Planning and Research (OPR) and the Natural Resources Agency discussed possible updates to the CEQA Guidelines.²³ Section 15064.4, Determining the Significance of Impacts from Greenhouse Gas Emissions, discusses the role of the BAU scenario as a way to show compliance with GHG thresholds, and attempts to clarify the difference between a valid BAU scenario and an unrealistic one. With respect to the Friends of Northern San Jacinto,²⁴ the "trial court rejected the comparison to a "hypothetical" worse-case BAU scenario that was highly unrealistic." Another trial court also found that the BAU methodology improperly relied on a hypothetical baseline.²⁵ According to OPR, "the BAU scenario is not a baseline. The baseline remains actual, existing GHG emissions prior to the Project. As with any other type of impact, Project emissions are compared to the existing emissions baseline." The document continues on to state that the "BAU emissions scenario is simply an intermediate step in determining the significance threshold...as such, it is incorrect to equate the BAU-based significance threshold with an improper hypothetical baseline."

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Comparing the proposed Project emissions to a realistic BAU scenario would ultimately result in non-compliance with AB 32. To determine whether the Project's GHG emissions are significant, methods that have been proposed in other recent CEQA documents should be utilized and included in a revised DEIS.²⁶ For example, the Commerce Retail Center Project determines significance by utilizing the SCAQMD draft local agency tiered threshold (Commerce DEIS p.3.2-62). The threshold is as follows:

- Tier 1: The project is not exempt under CEQA; go to Tier 2.
- Tier 2: There is no GHG reduction plan applicable to the project; go to Tier 3.
- Tier 3: Project GHG emissions compared with the threshold: 3,000 MTCO_{2e} per year.
- Tier 4, Option 1: Reduce GHG emissions from business as usual by 28.4 percent. The California 2020 emissions target is 427 MMTCO_{2e} and the 2020 baseline (without any AB 32 related regulations) is 596 MMTCO_{2e}. Therefore, a 28.4 percent reduction is required to reduce emissions to the target.²⁷

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The Project DEIS utilizes Tier 4, Option 1 to achieve compliance with AB 32 for operational emissions; however, this analysis is inaccurate because, as explained above, the BAU scenario defined in the DEIS is not consistent with the CARB and OPR BAU criteria. Furthermore, establishing a BAU scenario at this site would be difficult because it is currently undeveloped. Therefore, the best approach to show compliance with AB 32 would be to compare emissions to the Tier 3 threshold of 3,000 MTCO_{2e} per year. Table 5.6-4 in the DEIS shows that the Project's Active Adult Community Operational GHG emissions would be equal to 8,879.39 MTCO_{2e} per year (p.5.6-24). Table 5.6-6 shows that the Tribal Planning Areas operational GHG emissions would be equal to 39,326.09 MTCO_{2e} per year (p.5.6-27). Operational GHG emissions for both Project phases would exceed the 3,000 MTCO_{2e} per year threshold. Therefore this Project will have significant GHG impacts that must be better characterized and mitigated.

²³ http://www.opr.ca.gov/docs/Cal_Chamber_2014_CEQA_Guidelines_Update_%282-13-14%29.pdf

²⁴ *Friends of Northern San Jacinto Valley v. County of Riverside*, Riverside County Sup. Ct., Case No. RIC10007572 (2012)

²⁵ *Center for Biological Diversity v. Dept. of Fish and Wildlife*, Los Angeles Sup. Ct., Case No. BS131347 (2012)

²⁶ <http://ca-commerce.civicplus.com/DocumentCenter/View/1875>

²⁷ http://www.arb.ca.gov/cc/inventory/archive/sp_2008_projection.pdf

Because GHG emissions are significant when compared to the Tier 3 threshold, the Applicant should obtain emission reduction credits, also referred to as carbon offsets, to serve as mitigation and reduce the Project's emissions to a less than significant level. Offsets are specifically mentioned by the California Resources Agency as a measure to mitigate the significant effects of greenhouse gas emissions.²⁸ Offsets should be identified in a revised DEIS for the Project. Verification that the offsets are real and measurable, such as those available from the California Climate Action Registry's Climate Action Reserve²⁹, should be provided in the revised DEIS.

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The DEIS does not attempt to mitigate construction and operational GHG emissions to the fullest extent possible, because emissions comply with GHG reduction regulations (AB 32) by comparing Project emissions to a BAU scenario, as previously described. However, because the assumptions made to meet compliance are incorrect, additional mitigation measures should be implemented to reduce GHG emissions to below the Tier 3 threshold for commercial Projects of 3,000 MTCO_{2e} per year. It should be noted that some of the NO_x mitigation measures, mentioned above, have the potential to reduce NO_x emissions and other Criteria Pollutant emissions, as well as reduce GHG emissions. Therefore, this list of additional mitigation measures should be compared to the mitigation measures already implemented in the DEIS; a summary of the mitigation measures implemented can be found in Table 2.0-1 in the DEIS (p.2.0-17). Additional mitigation measures that could be implemented to reduce GHG emissions include, but are not limited to, the following:³⁰

- Use passive solar design, such as:^{31,32}
 - Orient buildings and incorporate landscaping to maximize passive solar; heating during cool seasons, and minimize solar heat gain during hot seasons;
 - Enhance natural ventilation by taking advantage of prevailing winds; and
 - Design buildings to take advantage of sunlight, and install sun screens to reduce energy use.
- Reduce unnecessary outdoor lighting by utilizing design features such as limiting the hours of operation of outdoor lighting.
- Develop and follow a "green streets guide" that requires:
 - Light emitting diodes ("LEDs") for traffic, street, and other outdoor lighting;
 - Use of minimal amounts of concrete and asphalt;
 - Installation of permeable pavement to allow for storm water infiltration;
 - Use of groundcovers rather than pavement to reduce heat reflection; and
 - Incorporation of shade trees where feasible.³³
- Implement Project design features such as:

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²⁸ [http://ceres.ca.gov/ceqa/docs/Adopted and Transmitted Text of SB97 CEQA Guidelines Amendments.pdf](http://ceres.ca.gov/ceqa/docs/Adopted_and_Transmitted_Text_of_SB97_CEQA_Guidelines_Amendments.pdf), p.21

²⁹ <http://www.climate registry.org/reserve.html>

³⁰ http://ag.ca.gov/globalwarming/pdf/GW_mitigation_measures.pdf

³¹ Santa Barbara Air Pollution Control District, Scope and Content of Air Quality Sections in Environmental Documents, September 1997.

³² Butte County Air Quality Management District, Indirect Source Review Guidelines, March 1997.

³³ See Irvine Sustainable Travelways "Green Street" Guidelines; www.ci.irvine.ca.us/civica/filebank/blobdload.asp?BlobID=8934; and Cool Houston Plan; www.harc.edu/Projects/CoolHouston.

- Shade HVAC equipment from direct sunlight;
- Install high-albedo white thermoplastic polyolefin roof membrane;
- Install high-efficiency HVAC with hot-gas reheat;
- Install formaldehyde-free insulation; and
- Use recycled-content gypsum board.
- Provide education on energy efficiency to residents, customers, and/or tenants. Provide information on energy management services for large energy users.
- Meet “reach” goals for building energy efficiency and renewable energy use.
- Install solar, wind, and geothermal power systems and solar hot water heaters.
- Install solar panels on unused roof and ground space, and over carports and parking areas. Locations where solar systems cannot feasibly be incorporated into the Project at the outset, build “solar ready” structures.
- Include energy storage where appropriate to optimize renewable energy generation systems and avoid peak energy use.
- Plant low-VOC emitting shade trees, e.g., in parking lots to reduce evaporative emissions from parked vehicles.
- Use CARB-certified or electric landscaping equipment in project and tenant operations; and introduce electric lawn, and garden equipment exchange program.
- Install an infiltration ditch to provide an opportunity for 100% of the storm water to infiltrate on-site.

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In conclusion, our review shows that the DEIS fails to adequately model the Project’s true emissions, by making unsubstantiated assumptions, which result in an artificial reduction of emissions. Additionally, the DEIS fails to adequately mitigate construction and operational criteria pollutant emissions. The DEIS does not analyze the potential health risk that DPM, released by heavy duty construction equipment, would have to nearby sensitive receptors. The DEIS does not correctly establish a business as usual (BAU) baseline, and as a result, does not correctly assess the significance of or properly mitigate Project greenhouse gas (GHG) emissions. A revised DEIS should be prepared to disclose and adequately discuss these issues and to identify mitigation measures, where necessary.

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Sincerely,



Matt Hagemann, P.G., C.Hg.



Jessie Jaeger

Appendix A: CalEEMod Output Tables

Tribal Planning (Area 1-7)
Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	12,000.00	Space	108.00	4,800,000.00	0
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
City Park	6.00	Acre	6.00	261,360.00	0
Condo/Townhouse High Rise	1,206.00	Dwelling Unit	18.84	1,206,000.00	2352
Regional Shopping Center	3,138.60	1000sqft	72.05	3,138,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.4	Precipitation Freq (Days)	20
Climate Zone	10			Operational Year	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

CalEEMod Version: CalEEMod.2013.2.2

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Date: 1/14/2015 11:27 AM

Project Characteristics -

Land Use - Population based on 1.95 factor

Construction Phase - Site specific construction schedule

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Trips and VMT - Building Construction - worker trips 868, vendor trips 129

Architectural Coating - worker trips 825

On-road Fugitive Dust - 90% paved roads for worker trips
100% for vendors

Grading -

Architectural Coating - Did not change Architectural Coating sqft - used default values

Road Dust - 100% paved roads while in operation

Woodstoves - No Wood Mass

Water And Wastewater - Site specific values

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Reduce vehicle speeds on unpaved roads to 15 mph, per SCAQMD Rule 403

Water Exposed Area 3x

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Based by Applicant

Area Mitigation - Low VOC Paint - reduced from 250 to 50

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50

tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	5
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	330.00	2,133.00
tblConstructionPhase	NumDays	4,650.00	2,600.00
tblConstructionPhase	PhaseEndDate	2/20/2041	12/31/2035
tblConstructionPhase	PhaseStartDate	12/18/2032	10/28/2027
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	NumberGas	1,206.00	402.00
tblLandUse	Population	3,895.00	2,352.00
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	WorkerPercentPave	50.00	90.00
tblOnRoadDust	WorkerPercentPave	50.00	90.00
tblProjectCharacteristics	OperationalYear	2014	2035

tblRoadDust	RoadPercentPave	50	100
tblSequestration	NumberOfNewTrees	0.00	150.00
tblTripsAndVMT	VendorTripNumber	1,651.00	129.00
tblTripsAndVMT	WorkerTripNumber	4,456.00	868.00
tblTripsAndVMT	WorkerTripNumber	891.00	825.00
tblWater	IndoorWaterUseRate	78,575,754.90	158,468,400.00
tblWater	IndoorWaterUseRate	232,484,015.93	171,079,397.30
tblWater	OutdoorWaterUseRate	7,148,888.10	36,886,345.00
tblWater	OutdoorWaterUseRate	49,536,888.96	158,468,400.00
tblWater	OutdoorWaterUseRate	142,490,203.31	171,079,397.30
tblWoodstoves	NumberCatalytic	60.30	0.00
tblWoodstoves	NumberNoncatalytic	60.30	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	4.6689	17.8754	59.3889	0.1273	1,412.5200	0.7133	1,413.2333	142.1655	0.6712	142.8368	0.0000	9,626.4775	9,626.4775	0.7622	0.0000	9,642.4843
2024	4.4815	17.1067	58.4088	0.1284	1,412.5199	0.6387	1,413.1586	142.1655	0.6006	142.7661	0.0000	9,632.2721	9,632.2721	0.7592	0.0000	9,648.2156
2025	4.3005	16.3265	57.3480	0.1284	1,412.5198	0.5634	1,413.0832	142.1655	0.5296	142.6950	0.0000	9,575.4389	9,575.4389	0.7507	0.0000	9,591.2030
2026	4.2340	16.2356	56.5635	0.1284	1,412.5198	0.5627	1,413.0825	142.1655	0.5289	142.6944	0.0000	9,527.7847	9,527.7847	0.7472	0.0000	9,543.4754
2027	125.2819	20.0177	87.5974	0.2126	2,754.4704	0.6616	2,755.1320	277.1198	0.6244	277.7442	0.0000	14,965.9088	14,965.9088	1.0343	0.0000	14,987.6293
2028	125.1895	19.9137	86.5951	0.2126	2,754.4704	0.6622	2,755.1326	277.1198	0.6250	277.7448	0.0000	14,898.7246	14,898.7246	1.0282	0.0000	14,920.3159
2029	125.0992	19.8165	85.6079	0.2126	2,754.4704	0.6628	2,755.1331	277.1198	0.6255	277.7453	0.0000	14,841.8401	14,841.8401	1.0221	0.0000	14,863.3049
2030	124.9613	16.9035	85.2037	0.2155	2,754.4703	0.3496	2,754.8159	277.1198	0.3302	277.4500	0.0000	15,036.5884	15,036.5884	0.6656	0.0000	15,050.5649
2031	124.9252	16.8733	85.4617	0.2182	2,754.4707	0.3463	2,754.8170	277.1199	0.3309	277.4508	0.0000	15,167.8776	15,167.8776	0.6779	0.0000	15,182.1139
2032	124.8606	16.8125	84.9000	0.2182	2,754.4710	0.3467	2,754.8177	277.1201	0.3313	277.4514	0.0000	15,137.3991	15,137.3991	0.6741	0.0000	15,151.5552
2033	120.8540	3.3652	29.9123	0.0856	1,341.9506	0.0700	1,342.0206	134.9544	0.0664	135.0208	0.0000	5,426.5814	5,426.5814	0.2797	0.0000	5,432.4541
2034	120.8229	3.3392	29.6265	0.0856	1,341.9506	0.0700	1,342.0206	134.9544	0.0664	135.0208	0.0000	5,416.0400	5,416.0400	0.2776	0.0000	5,421.8701
2035	120.7829	3.2194	29.3775	0.0856	1,341.9506	0.0596	1,342.0103	134.9544	0.0561	135.0104	0.0000	5,407.4906	5,407.4906	0.2749	0.0000	5,413.2624
Total	1,130.4622	187.8052	835.9710	2.0589	26,202.7546	5.7026	26,208.4572	2,636.2443	5.3864	2,641.6307	0.0000	144,660.4238	144,660.4238	8.9536	0.0000	144,848.4490

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	3.8545	16.4077	59.9158	0.1273	867.6679	0.2293	867.8972	87.6803	0.2174	87.8977	0.0000	9,626.4775	9,626.4775	0.7622	0.0000	9,642.4843
2024	3.7510	16.3077	58.9807	0.1284	867.6678	0.2293	867.8970	87.6803	0.2174	87.8977	0.0000	9,532.2721	9,532.2721	0.7592	0.0000	9,648.2156
2025	3.6576	16.2073	57.9886	0.1284	867.6677	0.2300	867.8976	87.6802	0.2181	87.8983	0.0000	9,575.4389	9,575.4389	0.7507	0.0000	9,591.2030
2026	3.5911	16.1164	57.1841	0.1284	867.6677	0.2293	867.8969	87.6802	0.2174	87.8976	0.0000	9,527.7847	9,527.7847	0.7472	0.0000	9,543.4753
2027	124.5226	19.8129	86.2412	0.2126	1,691.7577	0.2806	1,692.0383	170.8486	0.2653	171.1139	0.0000	14,965.9088	14,965.9088	1.0343	0.0000	14,987.6293
2028	124.4302	19.7088	87.2389	0.2126	1,691.7576	0.2812	1,692.0388	170.8485	0.2659	171.1144	0.0000	14,898.7246	14,898.7246	1.0282	0.0000	14,920.3159
2029	124.3399	19.6116	86.2517	0.2126	1,691.7576	0.2818	1,692.0394	170.8485	0.2664	171.1150	0.0000	14,841.8401	14,841.8401	1.0221	0.0000	14,863.3049
2030	124.2582	19.5243	85.4530	0.2155	1,691.7576	0.2823	1,692.0398	170.8485	0.2669	171.1154	0.0000	15,036.5884	15,036.5884	0.6656	0.0000	15,050.5649
2031	124.2222	19.4841	85.7111	0.2182	1,691.7579	0.2829	1,692.0409	170.8487	0.2675	171.1162	0.0000	15,167.8776	15,167.8776	0.6779	0.0000	15,182.1139
2032	124.1575	19.4333	85.1493	0.2182	1,691.7582	0.2834	1,692.0416	170.8488	0.2679	171.1167	0.0000	15,137.3991	15,137.3991	0.6741	0.0000	15,151.5552
2033	120.7777	3.5687	29.9469	0.0856	824.0900	0.0536	824.1436	83.1683	0.0500	83.2183	0.0000	5,426.5814	5,426.5814	0.2797	0.0000	5,432.4541
2034	120.7466	3.5427	29.6611	0.0856	824.0900	0.0537	824.1437	83.1683	0.0501	83.2184	0.0000	5,416.0400	5,416.0400	0.2776	0.0000	5,421.8701
2035	120.7195	3.5215	29.4156	0.0856	824.0900	0.0537	824.1437	83.1683	0.0501	83.2184	0.0000	5,407.4906	5,407.4906	0.2749	0.0000	5,413.2624
Total	1,123.0285	193.2571	841.1181	2.0589	16,093.4876	2.7710	16,096.2585	1,625.3176	2.6205	1,627.9381	0.0000	144,660.4238	144,660.4238	8.9536	0.0000	144,848.4490

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.66	-2.90	-0.62	0.00	38.58	51.41	38.58	38.35	51.35	38.37	0.00	0.00	0.00	0.00	0.00	0.00

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	297.7937	1.1577	100.7294	5.3700e-003		1.0964	1.0964		1.0907	1.0907	0.0000	8,695.4152	8,695.4152	0.3423	0.1561	8,750.9845
Energy	0.9494	8.2301	4.3128	0.0518		0.6559	0.6559		0.6559	0.6559		10,356.7514	10,356.7514	0.1985	0.1899	10,419.7809
Mobile	507.8723	787.2628	4,353.5449	7.5998	482.4280	14.7981	497.2262	128.7747	13.6393	142.4140		577,088.4938	577,088.4938	22.0968		577,552.5259
Total	806.6154	796.6504	4,458.5871	7.6569	482.4280	16.5504	498.9785	128.7747	15.3860	144.1606	0.0000	596,140.6604	596,140.6604	22.6375	0.3459	596,723.2913

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	225.5490	1.1577	100.7294	5.3700e-003		1.0964	1.0964		1.0907	1.0907	0.0000	8,695.4152	8,695.4152	0.3423	0.1561	8,750.9845
Energy	0.9494	8.2301	4.3128	0.0518		0.6559	0.6559		0.6559	0.6559		10,356.7514	10,356.7514	0.1985	0.1899	10,419.7809
Mobile	469.8742	558.1556	3,371.8575	4.2639	254.7397	8.5630	263.3027	67.9977	7.8959	75.8937		323,528.1661	323,528.1661	13.6858		323,815.5673
Total	696.3726	567.5435	3,476.8997	4.3210	254.7397	10.3153	265.0550	67.9977	9.6426	77.6403	0.0000	342,580.3327	342,580.3327	14.2265	0.3459	342,986.3326

	ROG	NOx	CO	SO2	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	13.67	28.76	22.02	43.57	47.20	37.67	46.88	47.20	37.33	46.14	0.00	42.53	42.53	37.16	0.00	42.52

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num. Days Week	Num. Days	Phase Description
1	Building Construction	Building Construction	1/2/2023	12/17/2032	5	2600	
2	Architectural Coating	Architectural Coating	10/28/2027	12/31/2035	5	2133	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 2,442,150; Residential Outdoor: 814,050; Non-Residential Indoor: 13,933,440; Non-Residential Outdoor: 4,644,480 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	8	868.00	129.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	825.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Use Cleaner Engines for Construction Equipment
- Use Soil Stabilizer
- Replace Ground Cover
- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads
- Clean Paved Roads

3.2 Building Construction - 2023

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	1.2653	11.0463	14.6389	0.0219		0.5603	0.5603		0.5302	0.5302		2,066.243	2,066.243	0.4497		2,075.686
												1	1			9
Total	1.2653	11.0463	14.6389	0.0219		0.5603	0.5603		0.5302	0.5302		2,066.243	2,066.243	0.4497		2,075.686
												1	1			9

3.2 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6912	3.7504	10.5867	0.0209	0.6253	0.1065	0.7318	0.1772	0.0980	0.2751		1,946.7810	1,946.7810	0.0118		1,947.0288
Worker	2.7125	3.0787	34.1433	0.0846	1,411.8947	0.0465	1,411.9412	141.9884	0.0431	142.0315		5,613.4534	5,613.4534	0.3007		5,619.7687
Total	3.4037	6.8291	44.7300	0.1054	1,412.5200	0.1530	1,412.6730	142.1655	0.1411	142.3066		7,560.2344	7,560.2344	0.3125		7,566.7974

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,066.2431	2,066.2431	0.4497		2,075.6869
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,066.2431	2,066.2431	0.4497		2,075.6869

3.2 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6912	3.7504	10.5867	0.0209	0.6253	0.1065	0.7318	0.1772	0.0980	0.2751		1,946.7810	1,946.7810	0.0118		1,947.0288
Worker	2.7125	3.0787	34.1433	0.0846	867.0426	0.0465	867.0891	87.5031	0.0431	87.5463		5,613.4534	5,613.4534	0.3007		5,619.7687
Total	3.4037	6.8291	44.7300	0.1054	867.6679	0.1530	867.8208	87.6803	0.1411	87.8214		7,560.2344	7,560.2344	0.3125		7,566.7974

3.2 Building Construction - 2024

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	1.1813	10.3775	14.6139	0.0219		0.4857	0.4857		0.4595	0.4595		2,066.7425	2,066.7425	0.4462		2,076.1129
Total	1.1813	10.3775	14.6139	0.0219		0.4857	0.4857		0.4595	0.4595		2,066.7425	2,066.7425	0.4462		2,076.1129

3.2 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6791	3.7294	10.3922	0.0209	0.6252	0.1050	0.7302	0.1771	0.0966	0.2737		1,952.117 1	1,952.117 1	0.0120		1,952.369 6
Worker	2.6211	2.9997	33.4027	0.0856	1,411.894 7	0.0479	1,411.942 7	141.9884	0.0445	142.0328		5,613.412 5	5,613.412 5	0.3010		5,619.733 1
Total	3.3002	6.7291	43.7949	0.1065	1,412.519 9	0.1529	1,412.672 8	142.1655	0.1411	142.3066		7,565.529 6	7,565.529 6	0.3130		7,572.102 7

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,066.742 5	2,066.742 5	0.4462		2,076.112 9
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,066.742 5	2,066.742 5	0.4462		2,076.112 9

3.2 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6791	3.7294	10.3922	0.0209	0.6252	0.1050	0.7302	0.1771	0.0966	0.2737		1,952.117 1	1,952.117 1	0.0120		1,952.369 6
Worker	2.6211	2.9997	33.4027	0.0856	867.0426	0.0479	867.0905	87.5031	0.0445	87.5476		5,613.412 5	5,613.412 5	0.3010		5,619.733 1
Total	3.3002	6.7291	43.7949	0.1065	867.6678	0.1529	867.8207	87.6803	0.1411	87.8214		7,565.529 6	7,565.529 6	0.3130		7,572.102 7

3.2 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.501 4	2,067.501 4	0.4428		2,076.800 3
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.501 4	2,067.501 4	0.4428		2,076.800 3

3.2 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6662	3.7014	10.2824	0.0209	0.6251	0.1053	0.7304	0.1771	0.0969	0.2740		1,951.558 1	1,951.558 1	0.0120		1,951.811 1
Worker	2.5406	2.9273	32.5004	0.0856	1,411.894 7	0.0483	1,411.943 0	141.9884	0.0448	142.0332		5,556.379 4	5,556.379 4	0.2958		5,562.591 6
Total	3.2068	6.6287	42.7827	0.1065	1,412.619 8	0.1536	1,412.673 4	142.1655	0.1417	142.3072		7,507.937 5	7,507.937 5	0.3079		7,514.402 7

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.501 4	2,067.501 4	0.4428		2,076.800 3
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.501 4	2,067.501 4	0.4428		2,076.800 3

3.2 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6662	3.7014	10.2824	0.0209	0.6251	0.1053	0.7304	0.1771	0.0969	0.2740		1,951.558 1	1,951.558 1	0.0120		1,951.811 1
Worker	2.5406	2.9273	32.5004	0.0856	867.0426	0.0483	867.0909	87.5031	0.0448	87.5480		5,556.379 4	5,556.379 4	0.2958		5,562.591 6
Total	3.2068	6.6287	42.7827	0.1065	867.6677	0.1536	867.8213	87.6802	0.1417	87.8220		7,507.937 5	7,507.937 5	0.3079		7,514.402 7

3.2 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.501 4	2,067.501 4	0.4428		2,076.800 3
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.501 4	2,067.501 4	0.4428		2,076.800 3

3.2 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6551	3.6555	10.1477	0.0209	0.6251	0.1041	0.7292	0.1771	0.0958	0.2729		1,951.4107	1,951.4107	0.0120		1,951.6618
Worker	2.4852	2.8824	31.8506	0.0856	1,411.8947	0.0488	1,411.9435	141.9884	0.0453	142.0336		5,508.8726	5,508.8726	0.2924		5,515.0133
Total	3.1403	6.5379	41.9982	0.1065	1,412.5198	0.1529	1,412.6727	142.1655	0.1411	142.3065		7,460.2833	7,460.2833	0.3044		7,466.6751

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428		2,076.8003
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428		2,076.8003

3.2 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6551	3.6555	10.1477	0.0209	0.6251	0.1041	0.7292	0.1771	0.0958	0.2729		1,951.4107	1,951.4107	0.0120		1,951.6618
Worker	2.4852	2.9824	31.8506	0.0856	867.0426	0.0488	867.0914	87.5031	0.0453	87.5484		5,508.8726	5,508.8726	0.2924		5,515.0133
Total	3.1403	6.5379	41.9982	0.1065	867.6677	0.1529	867.8206	87.6802	0.1411	87.8213		7,460.2833	7,460.2833	0.3044		7,466.6751

3.2 Building Construction - 2027

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	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428		2,076.8003
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428		2,076.8003

3.2 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6496	3.6330	10.0546	0.0209	0.6251	0.1043	0.7294	0.1771	0.0960	0.2731		1,951.4048	1,951.4048	0.0120		1,951.6561
Worker	2.4374	2.8411	31.3610	0.0856	1,411.8947	0.0492	1,411.9440	141.9884	0.0457	142.0340		5,468.2229	5,468.2229	0.2893		5,474.2973
Total	3.0870	6.4741	41.4156	0.1064	1,412.5198	0.1535	1,412.6733	142.1655	0.1416	142.3071		7,419.6277	7,419.6277	0.3012		7,425.9534

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428		2,076.8003
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428		2,076.8003

3.2 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6496	3.6330	10.0546	0.0209	0.6251	0.1043	0.7294	0.1771	0.0960	0.2731		1,951.4048	1,951.4048	0.0120		1,951.6561
Worker	2.4374	2.8411	31.3610	0.0856	867.0426	0.0492	867.0918	87.5031	0.0457	87.5488		5,468.2229	5,468.2229	0.2893		5,474.2973
Total	3.0870	6.4741	41.4156	0.1064	867.6677	0.1535	867.8212	87.6802	0.1416	87.8219		7,419.6277	7,419.6277	0.3012		7,425.9534

3.2 Building Construction - 2028

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	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428		2,076.8003
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428		2,076.8003

3.2 Building Construction - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6452	3.6126	10.0080	0.0209	0.6251	0.1041	0.7292	0.1771	0.0958	0.2729		1,951.2718	1,951.2718	0.0120		1,951.5229
Worker	2.3923	2.7982	30.8710	0.0856	1,411.8947	0.0496	1,411.9444	141.9884	0.0460	142.0344		5,433.8458	5,433.8458	0.2861		5,439.8541
Total	3.0375	6.4108	40.8790	0.1064	1,412.5198	0.1538	1,412.6735	142.1654	0.1418	142.3073		7,385.1176	7,385.1176	0.2981		7,391.3770

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428		2,076.8003
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428		2,076.8003

3.2 Building Construction - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8452	3.6126	10.0080	0.0209	0.6251	0.1041	0.7292	0.1771	0.0958	0.2729		1,951.2718	1,951.2718	0.0120		1,951.5229
Worker	2.3923	2.7982	30.8710	0.0856	867.0426	0.0496	867.0922	87.5031	0.0460	87.5492		5,433.8458	5,433.8458	0.2861		5,439.8541
Total	3.0375	6.4108	40.8790	0.1064	867.6676	0.1538	867.8214	87.6802	0.1418	87.8221		7,385.1176	7,385.1176	0.2981		7,391.3770

3.2 Building Construction - 2029

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	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428		2,076.8003
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428		2,076.8003

3.2 Building Construction - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6424	3.5962	9.9521	0.0209	0.6250	0.1041	0.7291	0.1771	0.0958	0.2729		1,951.0714	1,951.0714	0.0120			1,951.3224
Worker	2.3474	2.7568	30.3935	0.0856	1,411.8947	0.0499	1,411.9447	141.9884	0.0463	142.0347		5,404.7839	5,404.7839	0.2830			5,410.7273
Total	2.9899	6.3530	40.3456	0.1064	1,412.5197	0.1541	1,412.6738	142.1654	0.1421	142.3075		7,355.8553	7,355.8553	0.2950			7,362.0498

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428			2,076.8003
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2029

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6424	3.5962	9.9521	0.0209	0.6250	0.1041	0.7291	0.1771	0.0958	0.2729		1,951.071 4	1,951.071 4	0.0120		1,951.322 4
Worker	2.3474	2.7568	30.3935	0.0856	867.0426	0.0499	867.0925	87.5031	0.0463	87.5495		5,404.783 9	5,404.783 9	0.2830		5,410.727 3
Total	2.9899	6.3530	40.3456	0.1064	867.6676	0.1541	867.8217	87.6802	0.1421	87.8223		7,355.855 3	7,355.855 3	0.2950		7,362.049 8

3.2 Building Construction - 2030

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	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.031 5	2,310.031 5	0.0956		2,312.038 4
Total	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.031 5	2,310.031 5	0.0956		2,312.038 4

3.2 Building Construction - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6389	3.5814	9.9097	0.0209	0.6250	0.1041	0.7291	0.1771	0.0958	0.2728		1,950.7769	1,950.7769	0.0120		1,951.0280
Worker	2.3074	2.7196	30.0057	0.0856	1,411.8947	0.0502	1,411.9449	141.9884	0.0466	142.0349		5,380.4372	5,380.4372	0.2803		5,386.3227
Total	2.9463	6.3010	39.9155	0.1065	1,412.5187	0.1543	1,412.6740	142.1654	0.1423	142.3077		7,331.2141	7,331.2141	0.2922		7,337.3506

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	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.0315	2,310.0315	0.0956		2,312.0384
Total	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.0315	2,310.0315	0.0956		2,312.0384

3.2 Building Construction - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6389	3.5814	9.9097	0.0209	0.6250	0.1041	0.7291	0.1771	0.0958	0.2728		1,950.7769	1,950.7769	0.0120			1,951.0280
Worker	2.3074	2.7196	30.0057	0.0856	867.0426	0.0502	867.0928	87.5031	0.0466	87.5497		5,380.4372	5,380.4372	0.2803			5,386.3227
Total	2.9463	6.3010	39.9155	0.1065	867.6676	0.1543	867.8218	87.6802	0.1423	87.8225		7,331.2141	7,331.2141	0.2922			7,337.3506

3.2 Building Construction - 2031

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	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.0315	2,310.0315	0.0956			2,312.0384
Total	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.0315	2,310.0315	0.0956			2,312.0384

3.2 Building Construction - 2031

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6393	3.5836	9.8492	0.0210	0.6253	0.1012	0.7265	0.1772	0.0931	0.2703		1,959.721 2	1,959.721 2	0.0122		1,959.977 9
Worker	2.2887	2.7030	30.1691	0.0869	1,411.894 7	0.0520	1,411.946 8	141.9884	0.0483	142.0366		5,443.163 3	5,443.163 3	0.2865		5,449.179 1
Total	2.9280	6.2866	40.0183	0.1079	1,412.520 1	0.1532	1,412.673 2	142.1656	0.1413	142.3069		7,402.884 6	7,402.884 6	0.2987		7,409.157 0

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	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.031 5	2,310.031 5	0.0956		2,312.038 4
Total	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.031 5	2,310.031 5	0.0956		2,312.038 4

3.2 Building Construction - 2031

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6393	3.5836	9.8492	0.0210	0.8253	0.1012	0.7265	0.1772	0.0931	0.2703		1,959.721 2	1,959.721 2	0.0122		1,959.977 9
Worker	2.2887	2.7030	30.1691	0.0869	867.0426	0.0520	867.0946	87.5031	0.0483	87.5514		5,443.163 3	5,443.163 3	0.2865		5,449.179 1
Total	2.9280	6.2866	40.0183	0.1079	867.6679	0.1532	867.8211	87.6803	0.1413	87.8217		7,402.884 6	7,402.884 6	0.2987		7,409.157 0

3.2 Building Construction - 2032

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	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.031 5	2,310.031 5	0.0956		2,312.038 4
Total	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.031 5	2,310.031 5	0.0956		2,312.038 4

3.2 Building Construction - 2032

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6392	3.5789	9.8290	0.0210	0.6257	0.1014	0.7270	0.1773	0.0933	0.2706		1,961.175 4	1,961.175 4	0.0122		1,961.432 3
Worker	2.2556	2.8742	29.8914	0.0869	1,411.894 7	0.0522	1,411.946 9	141.9884	0.0484	142.0368		5,426.791 5	5,426.791 5	0.2845		5,432.766 0
Total	2.8948	6.2531	39.7204	0.1079	1,412.520 4	0.1535	1,412.673 9	142.1657	0.1417	142.3073		7,387.966 8	7,387.966 8	0.2867		7,394.198 3

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	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.031 5	2,310.031 5	0.0956		2,312.038 4
Total	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.031 5	2,310.031 5	0.0956		2,312.038 4

3.2 Building Construction - 2032

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.6392	3.5789	9.8290	0.0210	0.6257	0.1014	0.7270	0.1773	0.0933	0.2706		1,961.175 4	1,961.175 4	0.0122		1,961.432 3
Worker	2.2556	2.6742	29.8914	0.0869	867.0426	0.0522	867.0947	87.5031	0.0484	87.5515		5,426.791 5	5,426.791 5	0.2645		5,432.766 0
Total	2.8948	6.2531	39.7204	0.1079	867.6682	0.1535	867.8218	87.6805	0.1417	87.8221		7,387.966 8	7,387.966 8	0.2967		7,394.198 3

3.3 Architectural Coating - 2027

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.7705
Total	118.7845	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.7705

3.3 Architectural Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.3167	2.7004	29.8074	0.0813	1,341.9506	0.0468	1,341.9974	134.9544	0.0434	134.9978		5,197.3317	5,197.3317	0.2749		5,203.1052
Total	2.3167	2.7004	29.8074	0.0813	1,341.9506	0.0468	1,341.9974	134.9544	0.0434	134.9978		5,197.3317	5,197.3317	0.2749		5,203.1052

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154		281.7705
Total	118.6681	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154		281.7705

3.3 Architectural Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.3167	2.7004	29.8074	0.0813	824.0900	0.0468	824.1368	83.1683	0.0434	83.2117		5,197.3317	5,197.3317	0.2749		5,203.1052
Total	2.3167	2.7004	29.8074	0.0813	824.0900	0.0468	824.1368	83.1683	0.0434	83.2117		5,197.3317	5,197.3317	0.2749		5,203.1052

3.3 Architectural Coating - 2028

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.7705
Total	118.7845	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.7705

3.3 Architectural Coating - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.2738	2.6596	29.3417	0.0813	1,341.9506	0.0472	1,341.9978	134.9544	0.0438	134.9981		5,164.6576	5,164.6576	0.2719		5,170.3682
Total	2.2738	2.6596	29.3417	0.0813	1,341.9506	0.0472	1,341.9978	134.9544	0.0438	134.9981		5,164.6576	5,164.6576	0.2719		5,170.3682

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154		281.7705
Total	118.6681	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154		281.7705

3.3 Architectural Coating - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.2738	2.6596	29.3417	0.0813	824.0900	0.0472	824.1372	83.1683	0.0438	83.2121		5,164.6576	5,164.6576	0.2719		5,170.3682
Total	2.2738	2.6596	29.3417	0.0813	824.0900	0.0472	824.1372	83.1683	0.0438	83.2121		5,164.6576	5,164.6576	0.2719		5,170.3682

3.3 Architectural Coating - 2029

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.7705
Total	118.7845	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.7705

3.3 Architectural Coating - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.2312	2.6202	28.8878	0.0813	1,341.9506	0.0475	1,341.9981	134.9544	0.0440	134.9984		5,137.0354	5,137.0354	0.2690		5,142.6844
Total	2.2312	2.6202	28.8878	0.0813	1,341.9506	0.0475	1,341.9981	134.9544	0.0440	134.9984		5,137.0354	5,137.0354	0.2690		5,142.6844

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154		281.7705
Total	118.6681	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154		281.7705

3.3 Architectural Coating - 2029

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.2312	2.6202	28.8878	0.0813	824.0900	0.0475	824.1375	83.1683	0.0440	83.2124		5,137.0354	5,137.0354	0.2690		5,142.6844
Total	2.2312	2.6202	28.8878	0.0813	824.0900	0.0475	824.1375	83.1683	0.0440	83.2124		5,137.0354	5,137.0354	0.2690		5,142.6844

3.3 Architectural Coating - 2030

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.6873
Total	118.7444	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.6873

3.3 Architectural Coating - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.1931	2.5849	28.5193	0.0813	1,341.9506	0.0477	1,341.9983	134.9544	0.0443	134.9986		5,113.8948	5,113.8948	0.2664		5,119.4887
Total	2.1931	2.5849	28.5193	0.0813	1,341.9506	0.0477	1,341.9983	134.9544	0.0443	134.9986		5,113.8948	5,113.8948	0.2664		5,119.4887

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114		281.6873
Total	118.6681	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114		281.6873

3.3 Architectural Coating - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.1931	2.5849	28.5193	0.0813	824.0900	0.0477	824.1377	83.1683	0.0443	83.2126		5,113.8948	5,113.8948	0.2664		5,119.4887
Total	2.1931	2.5849	28.5193	0.0813	824.0900	0.0477	824.1377	83.1683	0.0443	83.2126		5,113.8948	5,113.8948	0.2664		5,119.4887

3.3 Architectural Coating - 2031

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.6873
Total	118.7444	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.6873

3.3 Architectural Coating - 2031
Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.1753	2.5691	28.6745	0.0826	1,341.9506	0.0495	1,342.0001	134.9544	0.0459	135.0003		5,173.5136	5,173.5136	0.2723		5,179.2313
Total	2.1753	2.5691	28.6745	0.0826	1,341.9506	0.0495	1,342.0001	134.9544	0.0459	135.0003		5,173.5136	5,173.5136	0.2723		5,179.2313

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114		281.6873
Total	118.6681	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114		281.6873

3.3 Architectural Coating - 2031

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.1753	2.5691	28.6745	0.0826	824.0900	0.0495	824.1395	83.1683	0.0459	83.2142		5,173.5136	5,173.5136	0.2723		5,179.2313
Total	2.1753	2.5691	28.6745	0.0826	824.0900	0.0495	824.1395	83.1683	0.0459	83.2142		5,173.5136	5,173.5136	0.2723		5,179.2313

3.3 Architectural Coating - 2032

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.6873
Total	118.7444	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.6873

3.3 Architectural Coating - 2032

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.1439	2.5418	28.4106	0.0826	1,341.9506	0.0496	1,342.0002	134.9544	0.0460	135.0004		5,157.9527	5,157.9527	0.2704		5,163.6313
Total	2.1439	2.5418	28.4106	0.0826	1,341.9506	0.0496	1,342.0002	134.9544	0.0460	135.0004		5,157.9527	5,157.9527	0.2704		5,163.6313

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114		281.6873
Total	118.6681	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114		281.6873

3.3 Architectural Coating - 2032

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.1439	2.5418	28.4106	0.0826	824.0900	0.0496	824.1396	83.1683	0.0460	83.2143		5,157.9527	5,157.9527	0.2704		5,163.6313
Total	2.1439	2.5418	28.4106	0.0826	824.0900	0.0496	824.1396	83.1683	0.0460	83.2143		5,157.9527	5,157.9527	0.2704		5,163.6313

3.3 Architectural Coating - 2033

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.6873
Total	118.7444	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.6873

3.3 Architectural Coating - 2033

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.1096	2.5089	28.1145	0.0826	1,341.9506	0.0497	1,342.0003	134.9544	0.0461	135.0005		5,145.1333	5,145.1333	0.2683			5,150.7668
Total	2.1096	2.5089	28.1145	0.0826	1,341.9506	0.0497	1,342.0003	134.9544	0.0461	135.0005		5,145.1333	5,145.1333	0.2683			5,150.7668

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114		281.6873
Total	118.6681	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114		281.6873

3.3 Architectural Coating - 2033

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.1096	2.5089	28.1145	0.0826	824.0900	0.0497	824.1397	83.1683	0.0461	83.2144		5,145.1333	5,145.1333	0.2683		5,150.7668
Total	2.1096	2.5089	28.1145	0.0826	824.0900	0.0497	824.1397	83.1683	0.0461	83.2144		5,145.1333	5,145.1333	0.2683		5,150.7668

3.3 Architectural Coating - 2034

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.6873
Total	118.7444	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.6873

3.3 Architectural Coating - 2034

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.0785	2.4829	27.8287	0.0826	1,341.9506	0.0497	1,342.0003	134.9544	0.0461	135.0005		5,134.5920	5,134.5920	0.2662		5,140.1828
Total	2.0785	2.4829	27.8287	0.0826	1,341.9506	0.0497	1,342.0003	134.9544	0.0461	135.0005		5,134.5920	5,134.5920	0.2662		5,140.1828

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114		281.6873
Total	118.6681	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114		281.6873

3.3 Architectural Coating - 2034

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.0785	2.4829	27.8287	0.0826	824.0900	0.0497	824.1397	83.1683	0.0461	83.2144		5,134.5920	5,134.5920	0.2662		5,140.1828
Total	2.0785	2.4829	27.8287	0.0826	824.0900	0.0497	824.1397	83.1683	0.0461	83.2144		5,134.5920	5,134.5920	0.2662		5,140.1828

3.3 Architectural Coating - 2035

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1179	0.7577	1.7943	2.9700e-003		9.9000e-003	9.9000e-003		9.9000e-003	9.9000e-003		281.4481	281.4481	0.0104		281.6665
Total	118.7315	0.7577	1.7943	2.9700e-003		9.9000e-003	9.9000e-003		9.9000e-003	9.9000e-003		281.4481	281.4481	0.0104		281.6665

3.3 Architectural Coating - 2035
Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.0514	2.4617	27.5832	0.0826	1,341.9506	0.0497	1,342.0004	134.9544	0.0462	135.0005		5,126.0425	5,126.0425	0.2645		5,131.5960
Total	2.0514	2.4617	27.5832	0.0826	1,341.9506	0.0497	1,342.0004	134.9544	0.0462	135.0005		5,126.0425	5,126.0425	0.2645		5,131.5960

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	118.6136					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0104		281.6665
Total	118.6681	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0104		281.6665

3.3 Architectural Coating - 2035

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.0514	2.4617	27.5832	0.0826	824.0900	0.0497	824.1398	83.1683	0.0462	83.2145		5,126.0425	5,126.0425	0.2645		5,131.5960
Total	2.0514	2.4617	27.5832	0.0826	824.0900	0.0497	824.1398	83.1683	0.0462	83.2145		5,126.0425	5,126.0425	0.2645		5,131.5960

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Implement NEV Network
- Limit Parking Supply
- Increase Transit Frequency
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Ride Sharing Program

	ROG	NOx	CO	SO2	Fugitive 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	469.8742	558.1556	3,371.8575	4.2639	254.7397	8.5630	253.3027	67.9977	7.8959	75.8937	323,528.1661	323,528.1661	13.6858			323,815.5673
Unmitigated	507.8723	787.2626	4,353.5449	7.5998	482.4280	14.7981	497.2262	128.7747	13.6393	142.4140	577,088.4938	577,088.4938	22.0968			577,552.5259

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	9.54	9.54	9.54	18,189	9,523
Condo/Townhouse High Rise	7,947.54	8,634.96	7320.42	17,797,289	9,667,128
Enclosed Parking Structure	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	134,771.48	156,835.84	79218.26	172,157,778	90,663,254
Total	142,728.56	165,480.34	86,548.22	189,973,256	100,339,905

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	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
Condo/Townhouse High Rise	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Regional Shopping Center	12.50	4.20	5.40	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBJUS	UBUS	MCY	SBUS	MH
0.469364	0.065576	0.169825	0.159036	0.038089	0.006139	0.011322	0.071493	0.001371	0.001211	0.003602	0.000518	0.002454

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable 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					
Natural Gas Mitigated	0.9494	8.2301	4.3128	0.0518		0.6559	0.6559		0.6559	0.6559		10,356.7514	10,356.7514	0.1985	0.1899	10,419.7809
Natural Gas Unmitigated	0.9494	8.2301	4.3128	0.0518		0.6559	0.6559		0.6559	0.6559		10,356.7514	10,356.7514	0.1985	0.1899	10,419.7809

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas 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					
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
Condo/Townhouse High Rise	68082.9	0.7342	6.2743	2.6699	0.0401		0.5073	0.5073		0.5073	0.5073		8,009.7564	8,009.7564	0.1535	0.1469	8,058.5024
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Regional Shopping Center	19949.5	0.2151	1.9558	1.6429	0.0117		0.1486	0.1486		0.1486	0.1486		2,346.9950	2,346.9950	0.0450	0.0430	2,361.2784
Total		0.9494	8.2301	4.3128	0.0518		0.6559	0.6559		0.6559	0.6559		10,356.7514	10,356.7514	0.1985	0.1899	10,419.7809

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas 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					
Condo/Townhouse High Rise	68,0829	0.7342	6.2743	2.6699	0.0401		0.5073	0.5073		0.5073	0.5073		8,009,7564	8,009,7564	0.1535	0.1469	8,058,5024
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Regional Shopping Center	19,9495	0.2151	1.9558	1.6429	0.0117		0.1486	0.1486		0.1486	0.1486		2,346,9950	2,346,9950	0.0450	0.0430	2,361,2784
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
Total		0.9494	8.2301	4.3128	0.0518		0.6559	0.6559		0.6559	0.6559		10,356.7514	10,356.7514	0.1985	0.1899	10,419.7809

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use only Natural Gas Hearths
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	225.5490	1.1577	100.7294	5.3700e-003		1.0964	1.0964		1.0907	1.0907	0.0000	8,695.4152	8,695.4152	0.3423	0.1561	8,750.9845
Unmitigated	297.7937	1.1577	100.7294	5.3700e-003		1.0964	1.0964		1.0907	1.0907	0.0000	8,695.4152	8,695.4152	0.3423	0.1561	8,750.9845

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	69.3159					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	224.5921					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7804	4.0000e-005	0.0426	0.0000		0.5392	0.5392		0.5335	0.5335	0.0000	8,512.9412	8,512.9412	0.1632	0.1561	8,564.7495
Landscaping	3.1053	1.1577	100.6868	5.3700e-003		0.5572	0.5572		0.5572	0.5572		182.4740	182.4740	0.1791		186.2350
Total	297.7937	1.1577	100.7294	5.3700e-003		1.0964	1.0964		1.0907	1.0907	0.0000	8,695.4152	8,695.4152	0.3423	0.1561	8,750.9845

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	13.8632					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	207.8002					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7804	4.0000e-005	0.0426	0.0000		0.5392	0.5392		0.5335	0.5335	0.0000	8,512.9412	8,512.9412	0.1632	0.1561	8,564.7495
Landscaping	3.1053	1.1577	100.6868	5.3700e-003		0.5572	0.5572		0.5572	0.5572		182.4740	182.4740	0.1791		186.2350
Total	225.5490	1.1577	100.7294	5.3700e-003		1.0964	1.0964		1.0907	1.0907	0.0000	8,695.4152	8,695.4152	0.3423	0.1561	8,750.9845

7.0 Water Detail

7.1 Mitigation Measures Water

- Apply Water Conservation Strategy
- Use Reclaimed Water
- Use Grey Water
- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Turf Reduction
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

Active Adult (Area 8)
Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
Parking Lot	425.00	Space	3.82	170,000.00	0
City Park	7.00	Acre	7.00	304,920.00	0
User Defined Recreational	78.00	User Defined Unit	78.00	3,397,680.00	0
User Defined Recreational	0.00	User Defined Unit	0.00	23,000.00	0
Single Family Housing	1,200.00	Dwelling Unit	234.00	2,160,000.00	2340

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.4	Precipitation Freq (Days)	20
Climate Zone	10			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

CalEEMod Version: CalEEMod.2013.2.2

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Project Characteristics -

Land Use - Population based on 1.95 factor

User defined recreational - 78 acres is equal to 3,397,680 sqft

Construction Phase - Active Adult Construction Scenario

Off-road Equipment -

Off-road Equipment - Building Construction

Off-road Equipment -

Off-road Equipment - Used equipment listed in CalEEMod output for Planning Areas 1-8 combination scenario

Trips and VMT - Building Construction - worker trips 432, vendor trips 129

Architectural Coating - worker trips 90

On-road Fugitive Dust - 90% paved roads for worker trips

100% for vendors

Grading - Total acres graded is equal to total site, or ~577 acres.

Architectural Coating - Did not change Architectural Coating sqft - used default values

Road Dust - 100% paved roads while in operation

Woodstoves - No Wood Mass

Water And Wastewater - Calculated Values

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Reduce vehicle speeds on unpaved roads to 15 mph, per SCAQMD Rule 403

Water Exposed Area 3x

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Based by Applicant

Area Mitigation - Low VOC Paint - reduced from 250 to 50

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50

tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	5
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	440.00	1,385.00
tblConstructionPhase	NumDays	3,200.00	1,044.00
tblConstructionPhase	NumDays	620.00	180.00
tblConstructionPhase	NumDays	440.00	120.00
tblConstructionPhase	NumDays	240.00	20.00
tblConstructionPhase	PhaseEndDate	3/13/2026	7/22/2022
tblConstructionPhase	PhaseEndDate	11/20/2020	11/22/2020
tblConstructionPhase	PhaseEndDate	1/6/2023	5/7/2021
tblConstructionPhase	PhaseEndDate	1/20/2017	11/21/2016
tblConstructionPhase	PhaseStartDate	11/23/2020	4/1/2017
tblConstructionPhase	PhaseStartDate	7/23/2022	11/23/2020
tblConstructionPhase	PhaseStartDate	8/6/2016	6/7/2016
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	NumberGas	1,020.00	400.00
tblFireplaces	NumberNoFireplace	60.00	0.00
tblFireplaces	NumberWood	120.00	0.00
tblGrading	AcresOfGrading	450.00	577.00
tblLandUse	LandUseSquareFeet	0.00	23,000.00
tblLandUse	LandUseSquareFeet	0.00	3,397,680.00
tblLandUse	LotAcreage	0.00	78.00
tblLandUse	LotAcreage	389.61	234.00

tblLandUse	Population	3,876.00	2,340.00
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	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	VendorPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	90.00
tblOnRoadDust	WorkerPercentPave	50.00	90.00
tblOnRoadDust	WorkerPercentPave	50.00	90.00
tblOnRoadDust	WorkerPercentPave	50.00	90.00
tblOnRoadDust	WorkerPercentPave	50.00	90.00
tblOnRoadDust	WorkerPercentPave	50.00	90.00
tblProjectCharacteristics	OperationalYear	2014	2022
tblRoadDust	RoadPercentPave	50	100
tblSequestration	NumberOfNewTrees	0.00	300.00
tblTripsAndVMT	VendorTripNumber	945.00	129.00
tblTripsAndVMT	WorkerTripNumber	15.00	20.00
tblTripsAndVMT	WorkerTripNumber	2,526.00	432.00
tblTripsAndVMT	WorkerTripNumber	505.00	90.00
tblWater	IndoorWaterUseRate	0.00	1,413,645.00
tblWater	IndoorWaterUseRate	78,184,830.75	157,680,000.00

tblWater	OutdoorWaterUseRate	8,340,369.45	36,886,345.00
tblWater	OutdoorWaterUseRate	49,290,436.77	157,680,000.00
tblWoodstoves	NumberCatalytic	60.00	0.00
tblWoodstoves	NumberNoncatalytic	60.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	6.8921	79.1702	52.2694	0.0637	47.3452	3.8033	50.4345	12.8751	3.4991	15.7173	0.0000	6,651.1252	6,651.1252	1.9470	0.0000	6,692.0111
2016	9.8369	104.5077	67.4555	0.0993	703.3207	5.0110	705.1619	70.8447	4.6226	72.5769	0.0000	10,151.0760	10,151.0760	2.9637	0.0000	10,213.3128
2017	135.9567	32.5522	62.8197	0.0969	849.7153	1.8476	851.5629	85.5670	1.7478	87.3149	0.0000	8,463.4547	8,463.4547	0.7715	0.0000	8,479.6564
2018	135.2016	29.1747	58.5709	0.0968	849.7150	1.5744	851.2894	85.5669	1.4906	87.0575	0.0000	8,251.4184	8,251.4184	0.7417	0.0000	8,266.9930
2019	134.6366	26.6008	55.4646	0.0967	849.7147	1.3671	851.0818	85.5668	1.2942	86.8610	0.0000	8,050.8407	8,050.8407	0.7157	0.0000	8,065.8705
2020	134.1315	23.9642	52.3562	0.0967	849.7144	1.1903	850.9047	85.5667	1.1268	86.6934	0.0000	7,826.7193	7,826.7193	0.7601	0.0000	7,842.6817
2021	131.8812	14.5897	20.7150	0.0355	170.7937	0.7649	171.5586	17.1760	0.7112	17.8872	0.0000	3,140.1480	3,140.1480	0.7564	0.0000	3,156.0314
2022	129.9397	1.7393	5.5210	0.0117	146.3946	0.0865	146.4811	14.7223	0.0862	14.8085	0.0000	871.3106	871.3106	0.0503	0.0000	872.3667
Total	818.4762	312.2988	375.1723	0.5974	4,466.7136	15.6450	4,478.4747	457.8855	14.5784	468.9166	0.0000	53,406.0928	53,406.0928	8.7062	0.0000	53,588.9236

2.1 Overall Construction (Maximum Daily Emission)

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					
2015	1.0949	20.4121	39.3726	0.0637	25.0260	0.1020	25.0905	5.6876	0.1019	5.7519	0.0000	6,651.125 2	6,651.125 2	1.9470	0.0000	6,692.011 7
2016	4.0556	30.8936	59.2623	0.0993	432.1500	0.2889	432.4389	43.7277	0.2717	43.9993	0.0000	10,151.07 59	10,151.07 59	2.9637	0.0000	10,213.31 28
2017	133.5942	21.3313	62.2525	0.0969	522.0508	0.2734	522.3242	52.8006	0.2579	53.0585	0.0000	8,463.454 7	8,463.454 7	0.7715	0.0000	8,479.656 4
2018	133.2281	20.3855	58.3612	0.0968	522.0505	0.2626	522.3130	52.8004	0.2481	53.0485	0.0000	8,251.418 4	8,251.418 4	0.7417	0.0000	8,266.993 0
2019	132.9553	19.5817	55.4842	0.0967	522.0502	0.2515	522.3017	52.8003	0.2380	53.0383	0.0000	8,050.840 7	8,050.840 7	0.7157	0.0000	8,065.870 5
2020	132.6714	18.4503	52.5455	0.0967	522.0499	0.2371	522.2869	52.8002	0.2247	53.0249	0.0000	7,826.719 3	7,826.719 3	0.7601	0.0000	7,842.681 7
2021	130.8141	11.2876	23.3047	0.0355	104.8842	0.0461	104.9303	10.5851	0.0457	10.6308	0.0000	3,140.148 0	3,140.148 0	0.7564	0.0000	3,156.031 4
2022	129.7696	1.3907	5.5398	0.0117	89.9007	8.7600e-003	89.9095	9.0729	8.4100e-003	9.0813	0.0000	871.3106	871.3106	0.0503	0.0000	872.3667
Total	798.2033	143.7321	356.1228	0.5974	2,740.162 2	1.4703	2,741.595 0	280.2747	1.3964	281.6335	0.0000	53,406.09 27	53,406.09 27	8.7062	0.0000	53,588.92 36

	ROG	NOx	CO	SO2	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	2.48	53.98	5.08	0.00	38.65	90.60	38.78	38.79	90.42	39.94	0.00	0.00	0.00	0.00	0.00	0.00

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	205.7859	1.1435	99.2052	5.2300e-003		1.0843	1.0843		1.0786	1.0786	0.0000	8,648.9682	8,648.9682	0.3346	0.1553	8,704.1368
Energy	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174
Mobile	40.8694	79.9778	414.4109	0.8819	57.5365	1.6917	59.2282	15.3582	1.5589	16.9171		66,989.3185	66,989.3185	2.4383		67,040.5219
Total	247.8525	91.3521	517.9696	0.9524	57.5365	3.6032	61.1396	15.3582	3.4647	18.8229	0.0000	88,698.8198	88,698.8198	3.0232	0.3947	88,884.6760

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	155.0614	1.1435	99.2052	5.2300e-003		1.0843	1.0843		1.0786	1.0786	0.0000	8,648.9682	8,648.9682	0.3346	0.1553	8,704.1368
Energy	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174
Mobile	36.3842	52.9348	298.5360	0.4881	30.6610	0.9558	31.6167	8.1843	0.8810	9.0653		37,059.9475	37,059.9475	1.4455		37,090.3019
Total	192.6428	64.3091	402.0946	0.5587	30.6610	2.8672	33.5281	8.1843	2.7868	10.9711	0.0000	58,769.4488	58,769.4488	2.0304	0.3947	58,934.4561

	ROG	NOx	CO	SO2	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	22.28	29.60	22.37	41.34	46.71	20.43	45.16	46.71	19.57	41.71	0.00	33.74	33.74	32.84	0.00	33.70

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	11/1/2015	11/27/2015	5	20	
2	Grading	Grading	11/28/2015	8/5/2016	5	180	
3	Utilities	Trenching	6/7/2016	11/21/2016	5	120	
4	Building Construction	Building Construction	11/22/2016	11/22/2020	5	1044	
5	Architectural Coating	Architectural Coating	4/1/2017	7/22/2022	5	1385	
6	Paving	Paving	11/23/2020	5/7/2021	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 577

Acres of Paving: 0

Residential Indoor: 4,374,000; Residential Outdoor: 1,458,000; Non-Residential Indoor: 7,229,550; Non-Residential Outdoor: 2,409,850
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Utilities	Forklifts	1	8.00	89	0.20
Utilities	Off-Highway Trucks	2	8.00	400	0.38
Utilities	Signal Boards	1	8.00	6	0.82
Utilities	Trenchers	1	6.00	80	0.50
Utilities	Welders	1	8.00	46	0.45
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

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	8	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	6	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	432.00	129.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	90.00	0.00	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

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412		4,111.744 4	4,111.744 4	1.2275		4,137.522 5
Total	5.2609	56.8897	42.6318	0.0391	18.0663	3.0883	21.1545	9.9307	2.8412	12.7719		4,111.744 4	4,111.744 4	1.2275		4,137.522 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.1053	0.1112	1.2865	1.7600e-003	29.2789	1.0300e-003	29.2800	2.9445	9.4000e-004	2.9454		148.3937	148.3937	9.4800e-003		148.5928
Total	0.1053	0.1112	1.2865	1.7600e-003	29.2789	1.0300e-003	29.2800	2.9445	9.4000e-004	2.9454		148.3937	148.3937	9.4800e-003		148.5928

3.2 Site Preparation - 2015

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					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	0.7103	12.3804	23.4003	0.0391		0.0634	0.0634		0.0634	0.0634	0.0000	4,111.744 4	4,111.744 4	1.2275		4,137.522 4
Total	0.7103	12.3804	23.4003	0.0391	7.0458	0.0634	7.1093	3.8730	0.0634	3.9364	0.0000	4,111.744 4	4,111.744 4	1.2275		4,137.522 4

Mitigated Construction Off-Site

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1053	0.1112	1.2865	1.7600e-003	17.9802	1.0300e-003	17.9812	1.8146	9.4000e-004	1.8155		148.3937	148.3937	9.4800e-003		148.5928
Total	0.1053	0.1112	1.2865	1.7600e-003	17.9802	1.0300e-003	17.9812	1.8146	9.4000e-004	1.8155		148.3937	148.3937	9.4800e-003		148.5928

3.3 Grading - 2015

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					9.4216	0.0000	9.4216	3.6773	0.0000	3.6773			0.0000			0.0000
Off-Road	6.7751	79.0467	50.8400	0.0618		3.8022	3.8022		3.4980	3.4980		6,486.2433	6,486.2433	1.9364		6,526.9080
Total	6.7751	79.0467	50.8400	0.0618	9.4216	3.8022	13.2238	3.6773	3.4980	7.1753		6,486.2433	6,486.2433	1.9364		6,526.9080

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1170	0.1236	1.4294	1.9500e-003	32.5321	1.1500e-003	32.5333	3.2716	1.0500e-003	3.2727		164.8819	164.8819	0.0105		165.1031
Total	0.1170	0.1236	1.4294	1.9500e-003	32.5321	1.1500e-003	32.5333	3.2716	1.0500e-003	3.2727		164.8819	164.8819	0.0105		165.1031

3.3 Grading - 2015

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					3.6744	0.0000	3.6744	1.4341	0.0000	1.4341			0.0000			0.0000
Off-Road	0.9779	20.2885	37.9432	0.0618		0.1009	0.1009		0.1009	0.1009	0.0000	6,486.2433	6,486.2433	1.9364		6,526.9080
Total	0.9779	20.2885	37.9432	0.0618	3.6744	0.1009	3.7753	1.4341	0.1009	1.5350	0.0000	6,486.2433	6,486.2433	1.9364		6,526.9080

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1170	0.1236	1.4294	1.9500e-003	19.9779	1.1500e-003	19.9791	2.0162	1.0500e-003	2.0173		164.8819	164.8819	0.0105		165.1031
Total	0.1170	0.1236	1.4294	1.9500e-003	19.9779	1.1500e-003	19.9791	2.0162	1.0500e-003	2.0173		164.8819	164.8819	0.0105		165.1031

3.3 Grading - 2016

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					9.4216	0.0000	9.4216	3.6773	0.0000	3.6773			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	6.4795	74.8137	49.1374	0.0617	9.4216	3.5842	13.0058	3.6773	3.2975	6.9748		6,414.9807	6,414.9807	1.9350		6,455.6154

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	32.5321	1.0900e-003	32.5332	3.2716	1.0100e-003	3.2726		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	32.5321	1.0900e-003	32.5332	3.2716	1.0100e-003	3.2726		158.5493	158.5493	9.6700e-003		158.7524

3.3 Grading - 2016

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					3.6744	0.0000	3.6744	1.4341	0.0000	1.4341			0.0000			0.0000
Off-Road	0.9779	20.2885	37.9432	0.0617		0.1009	0.1009		0.1009	0.1009	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	0.9779	20.2885	37.9432	0.0617	3.6744	0.1009	3.7753	1.4341	0.1009	1.5350	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	19.9779	1.0900e-003	19.9790	2.0162	1.0100e-003	2.0172		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	19.9779	1.0900e-003	19.9790	2.0162	1.0100e-003	2.0172		158.5493	158.5493	9.6700e-003		158.7524

3.4 Utilities - 2016

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	3.1473	29.4706	15.7518	0.0337		1.4246	1.4246		1.3231	1.3231		3,418.9966	3,418.9966	1.0093		3,440.1926
Total	3.1473	29.4706	15.7518	0.0337		1.4246	1.4246		1.3231	1.3231		3,418.9966	3,418.9966	1.0093		3,440.1926

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	32.5321	1.0900e-003	32.5332	3.2716	1.0100e-003	3.2726		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	32.5321	1.0900e-003	32.5332	3.2716	1.0100e-003	3.2726		158.5493	158.5493	9.6700e-003		158.7524

3.4 Utilities - 2016

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	0.5655	10.3818	18.5564	0.0337		0.0964	0.0964		0.0964	0.0964	0.0000	3,418.9966	3,418.9966	1.0093		3,440.1926
Total	0.5655	10.3818	18.5564	0.0337		0.0964	0.0964		0.0964	0.0964	0.0000	3,418.9966	3,418.9966	1.0093		3,440.1926

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	19.9779	1.0900e-003	19.9790	2.0162	1.0100e-003	2.0172		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	19.9779	1.0900e-003	19.9790	2.0162	1.0100e-003	2.0172		158.5493	158.5493	9.6700e-003		158.7524

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7762	21.0412	15.8949	0.0219		1.6287	1.6287		1.5368	1.5368		2,156.3310	2,156.3310	0.5073		2,166.9844
Total	2.7762	21.0412	15.8949	0.0219		1.6287	1.6287		1.5368	1.5368		2,156.3310	2,156.3310	0.5073		2,166.9844

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.3355	8.9573	16.3602	0.0212	0.6265	0.1889	0.8154	0.1777	0.1737	0.3513		2,113.8990	2,113.8990	0.0141		2,114.1946
Worker	2.2694	2.4116	27.7162	0.0422	702.6942	0.0236	702.7178	70.6670	0.0217	70.6887		3,424.6652	3,424.6652	0.2089		3,429.0509
Total	3.6048	11.3689	44.0764	0.0634	703.3207	0.2125	703.5332	70.8447	0.1954	71.0401		5,538.5642	5,538.5642	0.2229		5,543.2456

3.5 Building Construction - 2016

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,156.3310	2,156.3310	0.5073		2,166.9844
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,156.3310	2,156.3310	0.5073		2,166.9844

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.3355	8.9573	16.3602	0.0212	0.6265	0.1889	0.8154	0.1777	0.1737	0.3513		2,113.8990	2,113.8990	0.0141		2,114.1946
Worker	2.2694	2.4116	27.7162	0.0422	431.5235	0.0236	431.5471	43.5500	0.0217	43.5717		3,424.6652	3,424.6652	0.2089		3,429.0509
Total	3.6048	11.3689	44.0764	0.0634	432.1500	0.2125	432.3625	43.7277	0.1954	43.9230		5,538.5642	5,538.5642	0.2229		5,543.2456

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5354	19.6743	15.7173	0.0219		1.4811	1.4811		1.3969	1.3969		2,134.7221	2,134.7221	0.4949		2,145.1159
Total	2.5354	19.6743	15.7173	0.0219		1.4811	1.4811		1.3969	1.3969		2,134.7221	2,134.7221	0.4949		2,145.1159

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1791	8.0382	14.9944	0.0212	0.6266	0.1654	0.7919	0.1777	0.1520	0.3297		2,078.0320	2,078.0320	0.0132		2,078.3100
Worker	2.0438	2.1970	25.0261	0.0422	702.6942	0.0230	702.7171	70.6670	0.0212	70.6882		3,284.8987	3,284.8987	0.1933		3,288.9587
Total	3.2229	10.2352	40.0205	0.0633	703.3207	0.1883	703.5090	70.8447	0.1732	71.0179		5,362.9307	5,362.9307	0.2066		5,367.2688

3.5 Building Construction - 2017

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,134.722 1	2,134.722 1	0.4949		2,145.115 9
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,134.722 1	2,134.722 1	0.4949		2,145.115 9

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1791	8.0382	14.9944	0.0212	0.6266	0.1654	0.7919	0.1777	0.1520	0.3297		2,078.032 0	2,078.032 0	0.0132		2,078.310 0
Worker	2.0438	2.1970	25.0261	0.0422	431.5235	0.0230	431.5465	43.5500	0.0212	43.5711		3,284.898 7	3,284.898 7	0.1933		3,288.958 7
Total	3.2229	10.2352	40.0205	0.0633	432.1500	0.1883	432.3384	43.7277	0.1732	43.9009		5,362.930 7	5,362.930 7	0.2066		5,367.268 8

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1801	17.4218	15.3738	0.0219		1.2416	1.2416		1.1723	1.1723		2,112.9119	2,112.9119	0.4840		2,123.0753
Total	2.1801	17.4218	15.3738	0.0219		1.2416	1.2416		1.1723	1.1723		2,112.9119	2,112.9119	0.4840		2,123.0753

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0501	7.3121	13.8609	0.0211	0.6262	0.1550	0.7812	0.1776	0.1425	0.3201		2,040.7826	2,040.7826	0.0130		2,041.0552
Worker	1.8476	2.0151	22.7437	0.0421	702.6942	0.0226	702.7167	70.6670	0.0209	70.6879		3,158.2968	3,158.2968	0.1804		3,162.0847
Total	2.8976	9.3273	36.6046	0.0632	703.3204	0.1776	703.4980	70.8446	0.1634	71.0080		5,199.0794	5,199.0794	0.1934		5,203.1399

3.5 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,112.9119	2,112.9119	0.4840		2,123.0753
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,112.9119	2,112.9119	0.4840		2,123.0753

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0501	7.3121	13.8609	0.0211	0.6262	0.1550	0.7812	0.1776	0.1425	0.3201		2,040.7826	2,040.7826	0.0130		2,041.0552
Worker	1.8476	2.0151	22.7437	0.0421	431.5235	-0.0226	431.5461	43.5500	0.0209	43.5709		3,158.2968	3,158.2968	0.1804		3,162.0847
Total	2.8976	9.3273	36.6046	0.0632	432.1497	0.1776	432.3273	43.7275	0.1634	43.8910		5,199.0794	5,199.0794	0.1934		5,203.1399

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9201	15.8227	15.1574	0.0219		1.0671	1.0671		1.0077	1.0077		2,091.7709	2,091.7709	0.4732		2,101.7081
Total	1.9201	15.8227	15.1574	0.0219		1.0671	1.0671		1.0077	1.0077		2,091.7709	2,091.7709	0.4732		2,101.7081

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9610	6.6927	13.0569	0.0211	0.6259	0.1439	0.7699	0.1775	0.1324	0.3098		2,004.3533	2,004.3533	0.0127		2,004.6206
Worker	1.6955	1.8621	21.0281	0.0421	702.6942	0.0226	702.7168	70.6670	0.0210	70.6880		3,039.9464	3,039.9464	0.1705		3,043.5265
Total	2.6565	8.5548	34.0850	0.0631	703.3201	0.1665	703.4866	70.8445	0.1533	70.9978		5,044.2996	5,044.2996	0.1832		5,048.1471

3.5 Building Construction - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,091,770 9	2,091,770 9	0.4732		2,101,708 1
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,091,770 9	2,091,770 9	0.4732		2,101,708 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9610	6.6927	13.0589	0.0211	0.6259	0.1439	0.7699	0.1775	0.1324	0.3098		2,004,353 3	2,004,353 3	0.0127		2,004,620 6
Worker	1.6955	1.8621	21.0281	0.0421	431.5235	0.0226	431.5461	43.5500	0.0210	43.5709		3,039,946 4	3,039,946 4	0.1705		3,043,526 5
Total	2.6565	8.5548	34.0850	0.0631	432.1494	0.1665	432.3160	43.7274	0.1533	43.8807		5,044,299 6	5,044,299 6	0.1832		5,048,147 1

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7231	14.4685	14.9976	0.0219		0.9226	0.9226		0.8714	0.8714		2,064.122 1	2,064.122 1	0.4647		2,073.881 3
Total	1.7231	14.4685	14.9976	0.0219		0.9226	0.9226		0.8714	0.8714		2,064.122 1	2,064.122 1	0.4647		2,073.881 3

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8203	5.7043	11.7868	0.0210	0.6257	0.1294	0.7551	0.1773	0.1190	0.2964		1,956.812 4	1,956.812 4	0.0122		1,957.069 3
Worker	1.5770	1.7443	19.6472	0.0421	702.6942	0.0227	702.7168	70.6670	0.0210	70.6880		2,916.692 5	2,916.692 5	0.1625		2,920.104 2
Total	2.3973	7.4485	31.4340	0.0631	703.3198	0.1521	703.4719	70.8444	0.1401	70.9844		4,873.504 9	4,873.504 9	0.1747		4,877.173 5

3.5 Building Construction - 2020

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,064.122 1	2,064.122 1	0.4647		2,073.881 3
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,064.122 1	2,064.122 1	0.4647		2,073.881 3

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8203	5.7043	11.7868	0.0210	0.6257	0.1294	0.7551	0.1773	0.1190	0.2964		1,956.812 4	1,956.812 4	0.0122		1,957.069 3
Worker	1.5770	1.7443	19.6472	0.0421	431.5235	0.0227	431.5462	43.5500	0.0210	43.5710		2,916.692 5	2,916.692 5	0.1625		2,920.104 2
Total	2.3973	7.4485	31.4340	0.0631	432.1491	0.1521	432.3012	43.7273	0.1401	43.8673		4,873.504 9	4,873.504 9	0.1747		4,877.173 5

3.6 Architectural Coating - 2017

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	129.4403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	129.7726	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4258	0.4577	5.2138	8.7800e-003	146.3946	4.7800e-003	146.3994	14.7223	4.4100e-003	14.7267		684.3539	684.3539	0.0403		685.1997
Total	0.4258	0.4577	5.2138	8.7800e-003	146.3946	4.7800e-003	146.3994	14.7223	4.4100e-003	14.7267		684.3539	684.3539	0.0403		685.1997

3.6 Architectural Coating - 2017

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	129.4403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0297		282.0721
Total	129.4948	1.0598	1.8324	2.9700e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0297		282.0721

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4258	0.4577	5.2138	8.7800e-003	89.9007	4.7800e-003	89.9055	9.0729	4.4100e-003	9.0773		684.3539	684.3539	0.0403		685.1997
Total	0.4258	0.4577	5.2138	8.7800e-003	89.9007	4.7800e-003	89.9055	9.0729	4.4100e-003	9.0773		684.3539	684.3539	0.0403		685.1997

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	129.4403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	129.7390	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3849	0.4198	4.7383	8.7800e-003	146.3946	4.7100e-003	146.3993	14.7223	4.3500e-003	14.7267		657.9785	657.9785	0.0376		658.7676
Total	0.3849	0.4198	4.7383	8.7800e-003	146.3946	4.7100e-003	146.3993	14.7223	4.3500e-003	14.7267		657.9785	657.9785	0.0376		658.7676

3.6 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	129.4403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	0.0000	281.4485	281.4485	0.0267		282.0102
Total	129.4948	1.0598	1.8324	2.9700e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	0.0000	281.4485	281.4485	0.0267		282.0102

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3849	0.4198	4.7383	8.7800e-003	89.9007	4.7100e-003	89.9054	9.0729	4.3500e-003	9.0773		657.9785	657.9785	0.0376		658.7676
Total	0.3849	0.4198	4.7383	8.7800e-003	89.9007	4.7100e-003	89.9054	9.0729	4.3500e-003	9.0773		657.9785	657.9785	0.0376		658.7676

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	129.4403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	129.7068	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3532	0.3879	4.3809	8.7700e-003	146.3946	4.7100e-003	146.3993	14.7223	4.3700e-003	14.7267		633.3222	633.3222	0.0355		634.0680
Total	0.3532	0.3879	4.3809	8.7700e-003	146.3946	4.7100e-003	146.3993	14.7223	4.3700e-003	14.7267		633.3222	633.3222	0.0355		634.0680

3.6 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	129.4403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0238		281.9473
Total	129.4948	1.0598	1.8324	2.9700e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0238		281.9473

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3532	0.3879	4.3809	8.7700e-003	89.9007	4.7100e-003	89.9054	9.0729	4.3700e-003	9.0773		633.3222	633.3222	0.0355		634.0680
Total	0.3532	0.3879	4.3809	8.7700e-003	89.9007	4.7100e-003	89.9054	9.0729	4.3700e-003	9.0773		633.3222	633.3222	0.0355		634.0680

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	129.4403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9057
Total	129.6825	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9057

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3286	0.3634	4.0932	8.7600e-003	146.3946	4.7200e-003	146.3993	14.7223	4.3800e-003	14.7267		607.6443	607.6443	0.0339		608.3551
Total	0.3286	0.3634	4.0932	8.7600e-003	146.3946	4.7200e-003	146.3993	14.7223	4.3800e-003	14.7267		607.6443	607.6443	0.0339		608.3551

3.6 Architectural Coating - 2020

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	129.4403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0218		281.9057
Total	129.4948	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0218		281.9057

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3286	0.3634	4.0932	8.7600e-003	89.9007	4.7200e-003	89.9055	9.0729	4.3800e-003	9.0773		607.6443	607.6443	0.0339		608.3551
Total	0.3286	0.3634	4.0932	8.7600e-003	89.9007	4.7200e-003	89.9055	9.0729	4.3800e-003	9.0773		607.6443	607.6443	0.0339		608.3551

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	129.4403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537
Total	129.6592	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3102	0.3447	3.8954	8.7700e-003	146.3946	4.7800e-003	146.3994	14.7223	4.4300e-003	14.7267		598.6688	598.6688	0.0329		599.3595
Total	0.3102	0.3447	3.8954	8.7700e-003	146.3946	4.7800e-003	146.3994	14.7223	4.4300e-003	14.7267		598.6688	598.6688	0.0329		599.3595

3.6 Architectural Coating - 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	lb/day										lb/day					
Archit. Coating	129.4403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.8537
Total	129.4948	1.0598	1.8324	2.9700e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.8537

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3102	0.3447	3.8954	8.7700e-003	89.9007	4.7800e-003	89.9055	9.0729	4.4300e-003	9.0773		598.6688	598.6688	0.0329		599.3595
Total	0.3102	0.3447	3.8954	8.7700e-003	89.9007	4.7800e-003	89.9055	9.0729	4.4300e-003	9.0773		598.6688	598.6688	0.0329		599.3595

3.6 Architectural Coating - 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					
Archit. Coating	129.4403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.8329
Total	129.6449	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.8329

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2948	0.3308	3.7074	8.7700e-003	146.3946	4.8000e-003	146.3994	14.7223	4.4500e-003	14.7268		589.8626	589.8626	0.0320		590.5339
Total	0.2948	0.3308	3.7074	8.7700e-003	146.3946	4.8000e-003	146.3994	14.7223	4.4500e-003	14.7268		589.8626	589.8626	0.0320		590.5339

3.6 Architectural Coating - 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					
Archit. Coating	129.4403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.8329
Total	129.4948	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.8329

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2948	0.3308	3.7074	8.7700e-003	89.9007	4.8000e-003	89.9055	9.0729	4.4500e-003	9.0774		589.8626	589.8626	0.0320		590.5339
Total	0.2948	0.3308	3.7074	8.7700e-003	89.9007	4.8000e-003	89.9055	9.0729	4.4500e-003	9.0774		589.8626	589.8626	0.0320		590.5339

3.7 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3301	13.7845	14.3523	0.0223		0.7390	0.7390		0.6799	0.6799		2,160.7571	2,160.7571	0.6988		2,175.4326
Paving	0.6292					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.9593	13.7845	14.3523	0.0223		0.7390	0.7390		0.6799	0.6799		2,160.7571	2,160.7571	0.6988		2,175.4326

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0548	0.0606	0.6822	1.4600e-003	24.3991	7.9000e-004	24.3999	2.4537	7.3000e-004	2.4545		101.2740	101.2740	5.6400e-003		101.3925
Total	0.0548	0.0606	0.6822	1.4600e-003	24.3991	7.9000e-004	24.3999	2.4537	7.3000e-004	2.4545		101.2740	101.2740	5.6400e-003		101.3925

3.7 Paving - 2020

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	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.7571	2,160.7571	0.6988		2,175.4326
Paving	0.6292					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9574	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.7571	2,160.7571	0.6988		2,175.4326

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0548	0.0606	0.6822	1.4600e-003	14.9835	7.9000e-004	14.9842	1.5122	7.3000e-004	1.5129		101.2740	101.2740	5.6400e-003		101.3925
Total	0.0548	0.0606	0.6822	1.4600e-003	14.9835	7.9000e-004	14.9842	1.5122	7.3000e-004	1.5129		101.2740	101.2740	5.6400e-003		101.3925

3.7 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2308	12.6607	14.3528	0.0223		0.6652	0.6652		0.6120	0.6120		2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	0.6292					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.8600	12.6607	14.3528	0.0223		0.6652	0.6652		0.6120	0.6120		2,160.2530	2,160.2530	0.6987		2,174.9250

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0517	0.0575	0.6492	1.4600e-003	24.3991	8.0000e-004	24.3999	2.4537	7.4000e-004	2.4545		99.7781	99.7781	5.4800e-003		99.8933
Total	0.0517	0.0575	0.6492	1.4600e-003	24.3991	8.0000e-004	24.3999	2.4537	7.4000e-004	2.4545		99.7781	99.7781	5.4800e-003		99.8933

3.7 Paving - 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	lb/day										lb/day					
Off-Road	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160,253 0	2,160,253 0	0.6987		2,174.925 0
Paving	0.5292					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9574	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160,253 0	2,160,253 0	0.6987		2,174.925 0

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0517	0.0575	0.6492	1.4600e-003	14.9835	8.0000e-004	14.9843	1.5122	7.4000e-004	1.5129		99.7781	99.7781	5.4800e-003		99.8933
Total	0.0517	0.0575	0.6492	1.4600e-003	14.9835	8.0000e-004	14.9843	1.5122	7.4000e-004	1.5129		99.7781	99.7781	5.4800e-003		99.8933

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Implement NEV Network
- Limit Parking Supply
- Increase Transit Frequency
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive 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	36,384.2	52,934.8	298,536.0	0.4881	30,661.0	0.9558	31,616.7	8.1843	0.8810	9.0653	37,059.94	37,059.94	75	1.4455		37,090.30
Unmitigated	40,869.4	79,977.8	414,410.9	0.8819	57,536.5	1,691.7	59,228.2	15,358.2	1,558.9	16,917.1	66,989.31	66,989.31	85	2.4383		67,040.52

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	11.13	11.13	11.13	21,220	10,900
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Single Family Housing	11,484.00	12,096.00	10,524.00	25,577,594	13,630,577
User Defined Recreational	0.00	0.00	0.00		
User Defined Recreational	0.00	0.00	0.00		
Total	11,495.13	12,107.13	10,535.13	25,598,815	13,641,477

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	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Single Family Housing	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.469364	0.065576	0.169825	0.159036	0.038089	0.006139	0.011322	0.071493	0.001371	0.001211	0.003602	0.000518	0.002454

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable 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					
Natural Gas Mitigated	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174
Natural Gas Unmitigated	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas 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					
Other Asphalt Surfaces	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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	111015	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174
User Defined Recreational	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
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
Total		1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas 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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	111,015	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174
User Defined Recreational	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
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
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use only Natural Gas Hearths
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	155.0614	1.1435	99.2052	5.2300e-003		1.0843	1.0843		1.0786	1.0786	0.0000	8,648.9682	8,648.9682	0.3346	0.1553	8,704.1368
Unmitigated	205.7859	1.1435	99.2052	5.2300e-003		1.0843	1.0843		1.0786	1.0786	0.0000	8,648.9682	8,648.9682	0.3346	0.1553	8,704.1368

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	49.1164					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	152.8944					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7765	4.0000e-005	0.0424	0.0000		0.5365	0.5365		0.5308	0.5308	0.0000	8,470.5882	8,470.5882	0.1624	0.1553	8,522.1368
Landscaping	2.9986	1.1435	99.1628	5.2300e-003		0.5478	0.5478		0.5478	0.5478		178.3799	178.3799	0.1723		181.9980
Total	205.7859	1.1435	99.2052	5.2300e-003		1.0843	1.0843		1.0786	1.0786	0.0000	8,648.9682	8,648.9682	0.3346	0.1553	8,704.1368

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	9.8233					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	141.4631					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7765	4.0000e-005	0.0424	0.0000		0.5365	0.5365		0.5308	0.5308	0.0000	8,470.5882	8,470.5882	0.1624	0.1553	8,522.1368
Landscaping	2.9986	1.1435	99.1628	5.2300e-003		0.5478	0.5478		0.5478	0.5478		178.3799	178.3799	0.1723		181.9980
Total	155.0614	1.1435	99.2052	5.2300e-003		1.0843	1.0843		1.0786	1.0786	0.0000	8,648.9682	8,648.9682	0.3346	0.1553	8,704.1368

7.0 Water Detail

7.1 Mitigation Measures Water

- Apply Water Conservation Strategy
- Use Reclaimed Water
- Use Grey Water
- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Turf Reduction
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

Combined Scenario (1 - 8)
Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	12,000.00	Space	108.00	4,800,000.00	0
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
Parking Lot	425.00	Space	3.82	170,000.00	0
City Park	6.00	Acre	6.00	261,360.00	0
City Park	7.00	Acre	7.00	304,920.00	0
User Defined Recreational	78.00	User Defined Unit	78.00	3,397,680.00	0
User Defined Recreational	0.00	User Defined Unit	0.00	23,000.00	0
Condo/Townhouse High Rise	1,206.00	Dwelling Unit	18.84	1,206,000.00	2352
Single Family Housing	1,200.00	Dwelling Unit	234.00	2,160,000.00	2340
Regional Shopping Center	3,138.60	1000sqft	72.05	3,138,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.4	Precipitation Freq (Days)	20
Climate Zone	10			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Population based on 1.95 factor

User defined recreational - 78 acres is equal to 3,397,680 sqft

Construction Phase - Combination Scenario mimics Active Adult Community construction schedule.

Off-road Equipment - See explanation for Building Construction phase

Off-road Equipment - Construction duration for Tribal Land Use was cut in half, so as a rule, construction equipment for this phase should be doubled. Added this construction equipment to the equipment needed for Active Adult Community construction.

Off-road Equipment -

Off-road Equipment - Used equipment listed in CalEEMod output for Planning Areas 1-8 combination scenario

Trips and VMT - Building Construction - worker trips 1300, vendor trips 258

Architectural Coating - worker trips 915

On-road Fugitive Dust - 90% paved roads for worker trips

100% for vendors

Grading - Total acres graded is equal to total site, or ~577 acres.

Architectural Coating - Did not change Architectural Coating sqft - used default values

Road Dust - 100% paved roads while in operation

Woodstoves - No Wood Mass

Water And Wastewater - Site specific values

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Reduce vehicle speeds on unpaved roads to 15 mph, per SCAQMD Rule 403

Water Exposed Area 3x

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Based by Applicant

Area Mitigation - Low VOC Paint - reduced from 250 to 50

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50

tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	5
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	18.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	660.00	1,385.00
tblConstructionPhase	NumDays	9,300.00	1,044.00
tblConstructionPhase	NumDays	930.00	180.00
tblConstructionPhase	NumDays	660.00	120.00
tblConstructionPhase	NumDays	360.00	20.00
tblConstructionPhase	PhaseEndDate	3/13/2026	7/22/2022
tblConstructionPhase	PhaseEndDate	11/20/2020	11/22/2020
tblConstructionPhase	PhaseEndDate	1/6/2023	5/7/2021
tblConstructionPhase	PhaseEndDate	1/20/2017	11/21/2016
tblConstructionPhase	PhaseStartDate	11/23/2020	4/1/2017
tblConstructionPhase	PhaseStartDate	7/23/2022	11/23/2020
tblConstructionPhase	PhaseStartDate	8/6/2016	6/7/2016
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	NumberGas	1,206.00	402.00
tblFireplaces	NumberGas	1,020.00	400.00
tblFireplaces	NumberNoFireplace	60.00	0.00
tblFireplaces	NumberWood	120.00	0.00
tblGrading	AcresOfGrading	450.00	577.00
tblLandUse	LandUseSquareFeet	0.00	23,000.00
tblLandUse	LandUseSquareFeet	0.00	3,397,680.00
tblLandUse	LotAcreage	0.00	78.00
tblLandUse	LotAcreage	389.61	234.00
tblLandUse	Population	3,895.00	2,352.00
tblLandUse	Population	3,876.00	2,340.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	9.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	9.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
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	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	VendorPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	90.00
tblOnRoadDust	WorkerPercentPave	50.00	90.00
tblOnRoadDust	WorkerPercentPave	50.00	90.00
tblOnRoadDust	WorkerPercentPave	50.00	90.00
tblOnRoadDust	WorkerPercentPave	50.00	90.00
tblOnRoadDust	WorkerPercentPave	50.00	90.00
tblProjectCharacteristics	OperationalYear	2014	2022
tblRoadDust	RoadPercentPave	50	100
tblSequestration	NumberOfNewTrees	0.00	300.00
tblTripsAndVMT	VendorTripNumber	2,597.00	258.00
tblTripsAndVMT	WorkerTripNumber	23.00	20.00

tblTripsAndVMT	WorkerTripNumber	6,981.00	1,300.00
tblTripsAndVMT	WorkerTripNumber	1,396.00	915.00
tblWater	IndoorWaterUseRate	78,575,754.90	158,468,400.00
tblWater	IndoorWaterUseRate	232,484,015.93	171,079,397.30
tblWater	IndoorWaterUseRate	78,184,830.75	157,680,000.00
tblWater	OutdoorWaterUseRate	15,489,257.55	36,886,345.00
tblWater	OutdoorWaterUseRate	49,536,888.96	158,468,400.00
tblWater	OutdoorWaterUseRate	142,490,203.31	171,079,397.60
tblWater	OutdoorWaterUseRate	49,290,436.77	157,680,000.00
tblWoodstoves	NumberCatalytic	60.30	0.00
tblWoodstoves	NumberCatalytic	60.00	0.00
tblWoodstoves	NumberNoncatalytic	60.30	0.00
tblWoodstoves	NumberNoncatalytic	60.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	6.8921	78.1702	52.2694	0.0637	47.3452	3.8033	50.4345	12.8751	3.4991	15.7173	0.0000	6,651.1252	6,651.1252	1.9470	0.0000	6,692.0111
2016	17.8286	116.2478	163.8104	0.2350	2,115.8419	5.9039	2,121.1768	213.0108	5.4857	218.0339	0.0000	21,002.4963	21,002.4963	3.2236	0.0000	21,070.1926
2017	333.5543	92.9191	211.0616	0.3330	3,604.1872	5.4118	3,609.5990	362.6875	5.1233	367.8107	0.0000	28,247.2840	28,247.2840	2.5917	0.0000	28,301.7106
2018	331.1233	83.2393	196.0200	0.3327	3,604.1866	4.6021	3,608.7887	362.6872	4.3607	367.0479	0.0000	27,458.2286	27,458.2286	2.4830	0.0000	27,510.3705
2019	329.2888	75.9071	184.9277	0.3324	3,604.1860	3.9913	3,608.1773	362.6870	3.7817	366.4686	0.0000	26,715.1253	26,715.1253	2.3905	0.0000	26,765.3259
2020	327.7363	68.8087	174.7981	0.3322	3,604.1854	3.4755	3,607.6609	362.6867	3.2928	365.9795	0.0000	25,905.1358	25,905.1358	2.3170	0.0000	25,953.7932
2021	318.3819	20.8034	60.0584	0.1219	1,512.7444	0.9969	1,513.7412	152.1304	0.9401	153.0704	0.0000	9,190.8413	9,190.8413	1.0965	0.0000	9,213.8674
2022	315.7250	7.5888	43.1329	0.0981	1,488.3452	0.2939	1,488.6392	149.6767	0.2904	149.9671	0.0000	6,841.2802	6,841.2802	0.3800	0.0000	6,849.2596
Total	1,980.5303	544.6844	1,086.0785	1.8490	19,581.0219	28.4786	19,608.2175	1,978.4413	26.7736	2,004.0955	0.0000	152,011.5166	152,011.5166	16.4292	0.0000	152,356.5309

2.1 Overall Construction (Maximum Daily Emission)

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					
2015	1.0949	20,4121	39,3726	0.0637	25,0260	0.1020	25,0905	5,6876	0.1019	5,7519	0.0000	6,651,125 2	6,651,125 2	1,9470	0.0000	6,692,011 1
2016	10,8524	53,9074	161,6833	0.2350	1,299,819 1	0.6779	1,300,497 0	131,4085	0.6416	132,0501	0.0000	21,002,49 63	21,002,49 63	3,2236	0.0000	21,070,19 26
2017	326,4670	59,2563	209,3602	0.3330	2,213,809 9	0.6893	2,214,499 2	223,6497	0.6535	224,3032	0.0000	28,247,28 40	28,247,28 40	2,5917	0.0000	28,301,71 06
2018	325,2029	56,8717	195,3908	0.3327	2,213,809 3	0.6667	2,214,475 9	223,6495	0.6331	224,2825	0.0000	27,458,22 86	27,458,22 86	2,4830	0.0000	27,510,37 05
2019	324,2448	54,8481	184,9864	0.3324	2,213,808 7	0.6447	2,214,453 4	223,6492	0.6130	224,2623	0.0000	26,715,12 53	26,715,12 53	2,3905	0.0000	26,765,32 59
2020	323,3562	52,2670	175,3659	0.3322	2,213,808 1	0.6159	2,214,424 0	223,6490	0.5867	224,2356	0.0000	25,905,13 58	25,905,13 58	2,3170	0.0000	25,953,79 32
2021	316,9860	16,5673	62,6778	0.1219	928,9742	0.0979	929,0721	93,7534	0.0943	93,8477	0.0000	9,190,841 3	9,190,841 3	1,0965	0.0000	9,213,867 4
2022	315,2748	6,5429	43,1894	0.0981	913,9907	0.0607	914,0514	92,2412	0.0571	92,2984	0.0000	6,841,280 2	6,841,280 2	0,3800	0.0000	6,849,259 6
Total	1,943,478 9	320,6728	1,072,026 4	1,8490	12,023,04 60	3,5550	12,026,56 34	1,217,688 1	3,3812	1,221,0317	0,0000	152,011,5 166	152,011,5 166	16,4292	0,0000	152,356,5 309

	ROG	NOx	CO	SO2	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	1.87	41.13	1.29	0.00	38.60	87.52	38.67	38.45	87.37	39.07	0.00	0.00	0.00	0.00	0.00	0.00

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	503.6269	2.3065	200.4026	0.0106		2.1793	2.1793		2.1680	2.1680	0.0000	17,344.3834	17,344.3834	0.6794	0.3114	17,455.1739
Energy	2.1466	18.4609	8.6663	0.1171		1.4831	1.4831		1.4831	1.4831		23,417.2845	23,417.2845	0.4488	0.4293	23,559.7982
Mobile	548.7417	867.2404	4,767.9558	8.4817	539.9645	16.4898	556.4544	144.1329	15.1982	159.3311		644,077.8123	644,077.8123	24.5350		644,593.0477
Total	1,054.5152	888.0077	4,977.0247	8.6094	539.9645	20.1622	560.1167	144.1329	18.8493	162.9822	0.0000	684,839.4803	684,839.4803	25.6633	0.7407	685,608.0199

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	380.6578	2.3065	200.4026	0.0106		2.1793	2.1793		2.1680	2.1680	0.0000	17,344.3834	17,344.3834	0.6794	0.3114	17,455.1739
Energy	2.1466	18.4609	8.6663	0.1171		1.4831	1.4831		1.4831	1.4831		23,417.2845	23,417.2845	0.4488	0.4293	23,559.7982
Mobile	499.9365	572.9736	3,507.0687	4.1970	247.5198	8.4814	256.0012	66.0705	7.8214	73.8919		318,402.9341	318,402.9341	13.7319		318,691.3033
Total	882.7410	593.7410	3,716.1377	4.3247	247.5198	12.1438	259.6636	66.0705	11.4724	77.5430	0.0000	359,164.6021	359,164.6021	14.8601	0.7407	359,706.2755

	ROG	NOx	CO	SO2	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	16.29	33.14	25.33	49.77	54.16	39.74	53.64	54.16	39.14	52.42	0.00	47.55	47.55	42.10	0.00	47.53

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	11/1/2015	11/27/2015	5	20	
2	Grading	Grading	11/28/2015	8/5/2016	5	180	
3	Utilities	Trenching	6/7/2016	11/21/2016	5	120	
4	Building Construction	Building Construction	11/22/2016	11/22/2020	5	1044	
5	Architectural Coating	Architectural Coating	4/1/2017	7/22/2022	5	1385	
6	Paving	Paving	11/23/2020	5/7/2021	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 577

Acres of Paving: 0

Residential Indoor: 6,816,150; Residential Outdoor: 2,272,050; Non-Residential Indoor: 21,162,990; Non-Residential Outdoor: 7,054,330
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Utilities	Air Compressors	1	6.00	78	0.48
Utilities	Forklifts	1	8.00	89	0.20
Utilities	Generator Sets	1	8.00	84	0.74
Utilities	Off-Highway Trucks	2	8.00	400	0.38
Utilities	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Utilities	Welders	1	8.00	46	0.45
Building Construction	Forklifts	9	8.00	89	0.20
Building Construction	Generator Sets	3	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	9	7.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	3	6.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

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	8	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	9	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	24	1,300.00	258.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	3	915.00	0.00	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

3.1 Mitigation Measures Construction

- Use Cleaner Engines for Construction Equipment
- Use Soil Stabilizer
- Replace Ground Cover
- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412		4,111.744 4	4,111.744 4	1.2275		4,137.522 5
Total	5.2609	56.8897	42.6318	0.0391	18.0663	3.0883	21.1545	9.9307	2.8412	12.7719		4,111.744 4	4,111.744 4	1.2275		4,137.522 5

3.2 Site Preparation - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1053	0.1112	1.2865	1.7600e-003	29.2789	1.0300e-003	29.2800	2.9445	9.4000e-004	2.9454		148.3937	148.3937	9.4800e-003		148.5928
Total	0.1053	0.1112	1.2865	1.7600e-003	29.2789	1.0300e-003	29.2800	2.9445	9.4000e-004	2.9454		148.3937	148.3937	9.4800e-003		148.5928

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					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	0.7103	12.3804	23.4003	0.0391		0.0634	0.0634		0.0634	0.0634	0.0000	4,111.7444	4,111.7444	1.2275		4,137.5224
Total	0.7103	12.3804	23.4003	0.0391	7.0458	0.0634	7.1093	3.8730	0.0634	3.9364	0.0000	4,111.7444	4,111.7444	1.2275		4,137.5224

3.2 Site Preparation - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1053	0.1112	1.2865	1.7600e-003	17.9802	1.0300e-003	17.9812	1.8146	9.4000e-004	1.8155		148.3937	148.3937	9.4800e-003		148.5928
Total	0.1053	0.1112	1.2865	1.7600e-003	17.9802	1.0300e-003	17.9812	1.8146	9.4000e-004	1.8155		148.3937	148.3937	9.4800e-003		148.5928

3.3 Grading - 2015

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					9.4216	0.0000	9.4216	3.6773	0.0000	3.6773			0.0000			0.0000
Off-Road	6.7751	79.0467	50.8400	0.0618		3.8022	3.8022		3.4980	3.4980		6,486.2433	6,486.2433	1.9364		6,526.9080
Total	6.7751	79.0467	50.8400	0.0618	9.4216	3.8022	13.2238	3.6773	3.4980	7.1753		6,486.2433	6,486.2433	1.9364		6,526.9080

3.3 Grading - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1170	0.1236	1.4294	1.9500e-003	32.5321	1.1500e-003	32.5333	3.2716	1.0500e-003	3.2727		164.8819	164.8819	0.0105		165.1031
Total	0.1170	0.1236	1.4294	1.9500e-003	32.5321	1.1500e-003	32.5333	3.2716	1.0500e-003	3.2727		164.8819	164.8819	0.0105		165.1031

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					3.6744	0.0000	3.6744	1.4341	0.0000	1.4341			0.0000			0.0000
Off-Road	0.9779	20.2885	37.9432	0.0618		0.1009	0.1009		0.1009	0.1009	0.0000	6,486.2433	6,486.2433	1.9364		6,526.9080
Total	0.9779	20.2885	37.9432	0.0618	3.6744	0.1009	3.7753	1.4341	0.1009	1.5350	0.0000	6,486.2433	6,486.2433	1.9364		6,526.9080

3.3 Grading - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1170	0.1236	1.4294	1.9500e-003	19.9779	1.1500e-003	19.9791	2.0162	1.0500e-003	2.0173		164.8819	164.8819	0.0105		165.1031
Total	0.1170	0.1236	1.4294	1.9500e-003	19.9779	1.1500e-003	19.9791	2.0162	1.0500e-003	2.0173		164.8819	164.8819	0.0105		165.1031

3.3 Grading - 2016

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					9.4216	0.0000	9.4216	3.6773	0.0000	3.6773			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	6.4795	74.8137	49.1374	0.0617	9.4216	3.5842	13.0058	3.6773	3.2975	6.9748		6,414.9807	6,414.9807	1.9350		6,455.6154

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	32.5321	1.0900e-003	32.5332	3.2716	1.0100e-003	3.2726		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	32.5321	1.0900e-003	32.5332	3.2716	1.0100e-003	3.2726		158.5493	158.5493	9.6700e-003		158.7524

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					3.6744	0.0000	3.6744	1.4341	0.0000	1.4341			0.0000			0.0000
Off-Road	0.9779	20.2885	37.9432	0.0617		0.1009	0.1009		0.1009	0.1009	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	0.9779	20.2885	37.9432	0.0617	3.6744	0.1009	3.7753	1.4341	0.1009	1.5350	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	19.9779	1.0900e-003	19.9790	2.0162	1.0100e-003	2.0172		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	19.9779	1.0900e-003	19.9790	2.0162	1.0100e-003	2.0172		158.5493	158.5493	9.6700e-003		158.7524

3.4 Utilities - 2016

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	4.5747	41.2107	25.3608	0.0481		2.3174	2.3174		2.1862	2.1862		4,854.0242	4,854.0242	1.2693		4,880.6797
Total	4.5747	41.2107	25.3608	0.0481		2.3174	2.3174		2.1862	2.1862		4,854.0242	4,854.0242	1.2693		4,880.6797

3.4 Utilities - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	32.5321	1.0900e-003	32.5332	3.2716	1.0100e-003	3.2726		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	32.5321	1.0900e-003	32.5332	3.2716	1.0100e-003	3.2726		158.5493	158.5493	9.6700e-003		158.7524

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	0.8651	16.2113	28.6354	0.0481		0.1182	0.1182		0.1182	0.1182	0.0000	4,854.0242	4,854.0242	1.2693		4,880.6797
Total	0.8651	16.2113	28.6354	0.0481		0.1182	0.1182		0.1182	0.1182	0.0000	4,854.0242	4,854.0242	1.2693		4,880.6797

3.4 Utilities - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	19.9779	1.0900e-003	19.9790	2.0162	1.0100e-003	2.0172		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	19.9779	1.0900e-003	19.9790	2.0162	1.0100e-003	2.0172		158.5493	158.5493	9.6700e-003		158.7524

3.5 Building Construction - 2016

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	8.3286	63.1237	47.6847	0.0657		4.8860	4.8860		4.6105	4.6105		6,468.9930	6,468.9930	1.5219		6,500.9531
Total	8.3286	63.1237	47.6847	0.0657		4.8860	4.8860		4.6105	4.6105		6,468.9930	6,468.9930	1.5219		6,500.9531

3.5 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.6709	17.9146	32.7205	0.0424	1.2530	0.3778	1.6308	0.3554	0.3473	0.7027		4,227.7980	4,227.7980	0.0282		4,228.3893
Worker	6.8291	7.2572	83.4053	0.1270	2,114.5889	0.0712	2,114.6600	212.6554	0.0654	212.7207		10,305.7053	10,305.7053	0.6285		10,318.9033
Total	9.5000	25.1717	116.1257	0.1694	2,115.8419	0.4489	2,116.2908	213.0108	0.4127	213.4234		14,533.5033	14,533.5033	0.6566		14,547.2925

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	1.3523	28.7357	45.5576	0.0657		0.2290	0.2290		0.2290	0.2290	0.0000	6,468.9930	6,468.9930	1.5219		6,500.9531
Total	1.3523	28.7357	45.5576	0.0657		0.2290	0.2290		0.2290	0.2290	0.0000	6,468.9930	6,468.9930	1.5219		6,500.9531

3.5 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.6709	17.9146	32.7205	0.0424	1.2530	0.3778	1.6308	0.3554	0.3473	0.7027		4,227.7980	4,227.7980	0.0282		4,228.3893
Worker	6.8291	7.2572	83.4053	0.1270	1,298.5661	0.0712	1,298.6372	131.0531	0.0654	131.1185		10,305.7053	10,305.7053	0.6285		10,318.9033
Total	9.5000	25.1717	116.1257	0.1694	1,299.8191	0.4489	1,300.2680	131.4085	0.4127	131.8211		14,533.5033	14,533.5033	0.6566		14,547.2925

3.5 Building Construction - 2017

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	7.6061	59.0229	47.1520	0.0656		4.4434	4.4434		4.1907	4.1907		6,404.1662	6,404.1662	1.4848		6,435.3476
Total	7.6061	59.0229	47.1520	0.0656		4.4434	4.4434		4.1907	4.1907		6,404.1662	6,404.1662	1.4848		6,435.3476

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.3581	16.0764	29.9888	0.0423	1.2531	0.3307	1.5838	0.3554	0.3041	0.6595		4,156.0640	4,156.0640	0.0265		4,156.6201
Worker	6.1503	6.8113	75.3099	0.1269	2,114.5889	0.0691	2,114.6580	212.6554	0.0637	212.7191		9,885.1118	9,885.1118	0.5818		9,897.3295
Total	8.5085	22.6878	105.2988	0.1692	2,115.8420	0.3998	2,116.2418	213.0108	0.3678	213.3786		14,041.1757	14,041.1757	0.6083		14,053.9495

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	1.3523	28.7357	45.5576	0.0656		0.2290	0.2290		0.2290	0.2290	0.0000	6,404.1662	6,404.1662	1.4848		6,435.3476
Total	1.3523	28.7357	45.5576	0.0656		0.2290	0.2290		0.2290	0.2290	0.0000	6,404.1662	6,404.1662	1.4848		6,435.3476

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	2.3581	16.0764	29.9888	0.0423	1.2531	0.3307	1.5838	0.3554	0.3041	0.6595		4,156.0640	4,156.0640	0.0265			4,156.6201
Worker	6.1503	6.6113	75.3099	0.1269	1,298.5661	0.0691	1,298.6352	131.0531	0.0637	131.1168		9,885.1118	9,885.1118	0.5818			9,897.3295
Total	8.5085	22.6878	105.2988	0.1692	1,299.8192	0.3998	1,300.2190	131.4085	0.3678	131.7763		14,041.1757	14,041.1757	0.6083			14,053.9495

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	6.5403	52.2655	46.1214	0.0656		3.7247	3.7247		3.5168	3.5168		6,338.7358	6,338.7358	1.4519			6,369.2260
Total	6.5403	52.2655	46.1214	0.0656		3.7247	3.7247		3.5168	3.5168		6,338.7358	6,338.7358	1.4519			6,369.2260

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.1001	14.6242	27.7219	0.0422	1.2525	0.3100	1.5624	0.3552	0.2851	0.6402		4,081.5652	4,081.5652	0.0260		4,082.1104
Worker	5.5598	6.0641	68.4417	0.1268	2,114.5889	0.0680	2,114.6569	212.6554	0.0629	212.7183		9,504.1339	9,504.1339	0.5428		9,515.5326
Total	7.6600	20.6883	96.1636	0.1689	2,115.8413	0.3780	2,116.2193	213.0105	0.3479	213.3585		13,585.6990	13,585.6990	0.5688		13,597.6430

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	1.3523	28.7357	45.5576	0.0656		0.2290	0.2290		0.2290	0.2290	0.0000	6,338.7358	6,338.7358	1.4519		6,369.2260
Total	1.3523	28.7357	45.5576	0.0656		0.2290	0.2290		0.2290	0.2290	0.0000	6,338.7358	6,338.7358	1.4519		6,369.2260

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.1001	14.6242	27.7219	0.0422	1.2525	0.3100	1.5624	0.3552	0.2851	0.6402		4,081.565 2	4,081.565 2	0.0260		4,082.110 4
Worker	5.5598	6.0641	68.4417	0.1268	1,298.566 1	0.0680	1,298.634 1	131.0531	0.0629	131.1160		9,504.133 9	9,504.133 9	0.5428		9,515.532 6
Total	7.6600	20.6883	96.1636	0.1689	1,299.818 5	0.3780	1,300.196 5	131.4083	0.3479	131.7562		13,585.69 90	13,585.69 90	0.5688		13,597.64 30

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.7604	47.4681	45.4721	0.0656		3.2012	3.2012		3.0232	3.0232		6,275.312 7	6,275.312 7	1.4196		6,305.124 2
Total	5.7604	47.4681	45.4721	0.0656		3.2012	3.2012		3.0232	3.0232		6,275.312 7	6,275.312 7	1.4196		6,305.124 2

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	1.9220	13.3853	26.1138	0.0421	1.2519	0.2879	1.5397	0.3549	0.2647	0.6197		4,008.7065	4,008.7065	0.0255			4,009.2412
Worker	5.1021	5.6036	63.2791	0.1266	2,114.5889	0.0680	2,114.6569	212.6554	0.0631	212.7184		9,147.9867	9,147.9867	0.5130			9,158.7604
Total	7.0241	18.9889	89.3929	0.1687	2,115.8408	0.3559	2,116.1967	213.0103	0.3278	213.3381		13,156.6932	13,156.6932	0.5385			13,168.0016

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	1.3523	28.7357	45.5576	0.0656		0.2290	0.2290		0.2290	0.2290	0.0000	6,275.3127	6,275.3127	1.4196			6,305.1242
Total	1.3523	28.7357	45.5576	0.0656		0.2290	0.2290		0.2290	0.2290	0.0000	6,275.3127	6,275.3127	1.4196			6,305.1242

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.9220	13.3853	26.1138	0.0421	1.2519	0.2879	1.5397	0.3549	0.2647	0.6197		4,008.7065	4,008.7065	0.0255		4,009.2412
Worker	5.1021	5.6036	63.2791	0.1266	1,298.5661	0.0680	1,298.6341	131.0531	0.0631	131.1162		9,147.9867	9,147.9867	0.5130		9,158.7604
Total	7.0241	18.9889	89.3929	0.1687	1,299.8180	0.3559	1,300.1739	131.4080	0.3278	131.7358		13,156.6932	13,156.6932	0.5385		13,168.0016

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.1694	43.4054	44.9927	0.0656		2.7677	2.7677		2.6142	2.6142		6,192.3664	6,192.3664	1.3942		6,221.6440
Total	5.1694	43.4054	44.9927	0.0656		2.7677	2.7677		2.6142	2.6142		6,192.3664	6,192.3664	1.3942		6,221.6440

3.5 Building Construction - 2020
Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.6405	11.4085	23.5736	0.0420	1.2513	0.2588	1.5101	0.3547	0.2381	0.5928		3,913.6249	3,913.6249	0.0245		3,914.1386
Worker	4.7457	5.2489	59.1236	0.1266	2,114.5889	0.0682	2,114.6571	212.6554	0.0632	212.7186		8,777.0838	8,777.0838	0.4889		8,787.3507
Total	6.3863	16.6574	82.6972	0.1686	2,115.8402	0.3270	2,116.1672	213.0101	0.3013	213.3113		12,690.7086	12,690.7086	0.5134		12,701.4893

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	1.3523	28.7357	45.5576	0.0656		0.2290	0.2290		0.2290	0.2290	0.0000	6,192.3664	6,192.3664	1.3942		6,221.6440
Total	1.3523	28.7357	45.5576	0.0656		0.2290	0.2290		0.2290	0.2290	0.0000	6,192.3664	6,192.3664	1.3942		6,221.6440

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.8405	11.4085	23.5736	0.0420	1.2513	0.2588	1.5101	0.3547	0.2381	0.5928		3,913.6249	3,913.6249	0.0245		3,914.1386
Worker	4.7457	5.2489	59.1236	0.1266	1,298.5661	0.0682	1,298.6343	131.0531	0.0632	131.1163		8,777.0838	8,777.0838	0.4889		8,787.3507
Total	6.3863	16.6574	82.6972	0.1686	1,299.8174	0.3270	1,300.1444	131.4078	0.3013	131.7091		12,690.7086	12,690.7086	0.5134		12,701.4893

3.6 Architectural Coating - 2017

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	312.1139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9969	6.5551	5.6042	8.9100e-003		0.5200	0.5200		0.5200	0.5200		844.3442	844.3442	0.0891		846.2162
Total	313.1108	6.5551	5.6042	8.9100e-003		0.5200	0.5200		0.5200	0.5200		844.3442	844.3442	0.0891		846.2162

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.3289	4.6534	53.0066	0.0893	1,488.345 2	0.0486	1,488.393 9	149.6767	0.0448	149.7215		6,957.597 9	6,957.597 9	0.4095		6,966.197 3
Total	4.3289	4.6534	53.0066	0.0893	1,488.345 2	0.0486	1,488.393 9	149.6767	0.0448	149.7215		6,957.597 9	6,957.597 9	0.4095		6,966.197 3

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	312.1139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1634	3.1795	5.4972	8.9100e-003		0.0119	0.0119		0.0119	0.0119	0.0000	844.3441	844.3441	0.0891		846.2162
Total	312.2773	3.1795	5.4972	8.9100e-003		0.0119	0.0119		0.0119	0.0119	0.0000	844.3441	844.3441	0.0891		846.2162

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.3289	4.6534	53.0066	0.0893	913.9907	0.0486	914.0394	92.2412	0.0448	92.2861		6,957.5979	6,957.5979	0.4095		6,966.1973
Total	4.3289	4.6534	53.0066	0.0893	913.9907	0.0486	914.0394	92.2412	0.0448	92.2861		6,957.5979	6,957.5979	0.4095		6,966.1973

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	312.1139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.8959	6.0172	5.5626	8.9100e-003		0.4517	0.4517		0.4517	0.4517		844.3456	844.3456	0.0802		846.0305
Total	313.0098	6.0172	5.5626	8.9100e-003		0.4517	0.4517		0.4517	0.4517		844.3456	844.3456	0.0802		846.0305

3.6 Architectural Coating - 2018
Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.9133	4.2682	48.1724	0.0892	1,488.345 2	0.0479	1,488.393 1	149.6767	0.0443	149.7209		6,689.448 1	6,689.448 1	0.3820		6,697.471 0
Total	3.9133	4.2682	48.1724	0.0892	1,488.345 2	0.0479	1,488.393 1	149.6767	0.0443	149.7209		6,689.448 1	6,689.448 1	0.3820		6,697.471 0

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	312.1139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1634	3.1795	5.4972	8.9100e-003		0.0119	0.0119		0.0119	0.0119	0.0000	844.3456	844.3456	0.0802		846.0305
Total	312.2773	3.1795	5.4972	8.9100e-003		0.0119	0.0119		0.0119	0.0119	0.0000	844.3456	844.3456	0.0802		846.0305

3.6 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.9133	4.2682	48.1724	0.0892	913.9907	0.0479	914.0386	92.2412	0.0443	92.2855		6,689.448 1	6,689.448 1	0.3820		6,697.471 0
Total	3.9133	4.2682	48.1724	0.0892	913.9907	0.0479	914.0386	92.2412	0.0443	92.2855		6,689.448 1	6,689.448 1	0.3820		6,697.471 0

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	312.1139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.7993	5.5062	5.5240	8.9100e-003		0.3863	0.3863		0.3863	0.3863		844.3442	844.3442	0.0713		845.8418
Total	312.9132	5.5062	5.5240	8.9100e-003		0.3863	0.3863		0.3863	0.3863		844.3442	844.3442	0.0713		845.8418

3.6 Architectural Coating - 2019
Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.5911	3.9440	44.5388	0.0891	1,488.345 2	0.0479	1,488.393 1	149.6767	0.0444	149.7211		6,438.775 3	6,438.775 3	0.3611		6,446.358 3
Total	3.5911	3.9440	44.5388	0.0891	1,488.345 2	0.0479	1,488.393 1	149.6767	0.0444	149.7211		6,438.775 3	6,438.775 3	0.3611		6,446.358 3

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	312.1139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1634	3.1795	5.4972	8.9100e-003		0.0119	0.0119		0.0119	0.0119	0.0000	844.3441	844.3441	0.0713		845.8418
Total	312.2773	3.1795	5.4972	8.9100e-003		0.0119	0.0119		0.0119	0.0119	0.0000	844.3441	844.3441	0.0713		845.8418

3.6 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.5911	3.9440	44.5388	0.0891	913.9907	0.0479	914.0386	92.2412	0.0444	92.2856		6,438.7753	6,438.7753	0.3611		6,446.3583
Total	3.5911	3.9440	44.5388	0.0891	913.9907	0.0479	914.0386	92.2412	0.0444	92.2856		6,438.7753	6,438.7753	0.3611		6,446.3583

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	312.1139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.7265	5.0515	5.4943	8.9100e-003		0.3328	0.3328		0.3328	0.3328		844.3442	844.3442	0.0654		845.7170
Total	312.8404	5.0515	5.4943	8.9100e-003		0.3328	0.3328		0.3328	0.3328		844.3442	844.3442	0.0654		845.7170

3.6 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.3403	3.6944	41.6139	0.0891	1,488.345 2	0.0480	1,488.393 2	149.6767	0.0445	149.7212		6,177.716 6	6,177.716 6	0.3441		6,184.943 0
Total	3.3403	3.6944	41.6139	0.0891	1,488.345 2	0.0480	1,488.393 2	149.6767	0.0445	149.7212		6,177.716 6	6,177.716 6	0.3441		6,184.943 0

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	312.1139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1634	3.1795	5.4972	8.9100e-003		0.0119	0.0119		0.0119	0.0119	0.0000	844.3441	844.3441	0.0654		845.7170
Total	312.2773	3.1795	5.4972	8.9100e-003		0.0119	0.0119		0.0119	0.0119	0.0000	844.3441	844.3441	0.0654		845.7170

3.6 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.3403	3.6944	41.6139	0.0891	913.9907	0.0480	914.0387	92.2412	0.0445	92.2857		6,177.7166	6,177.7166	0.3441		6,184.9430
Total	3.3403	3.6944	41.6139	0.0891	913.9907	0.0480	914.0387	92.2412	0.0445	92.2857		6,177.7166	6,177.7166	0.3441		6,184.9430

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	312.1139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.6587	4.5805	5.4527	8.9100e-003		0.2823	0.2823		0.2823	0.2823		844.3442	844.3442	0.0579		845.5610
Total	312.7706	4.5805	5.4527	8.9100e-003		0.2823	0.2823		0.2823	0.2823		844.3442	844.3442	0.0579		845.5610

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.1538	3.5048	39.6037	0.0892	1,488.345 2	0.0486	1,488.393 8	149.6767	0.0451	149.7217		6,086.466 1	6,086.466 1	0.3344		6,093.488 1
Total	3.1538	3.5048	39.6037	0.0892	1,488.345 2	0.0486	1,488.393 8	149.6767	0.0451	149.7217		6,086.466 1	6,086.466 1	0.3344		6,093.488 1

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	312.1139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1634	3.1795	5.4972	8.9100e-003		0.0119	0.0119		0.0119	0.0119	0.0000	844.3441	844.3441	0.0579		845.5610
Total	312.2773	3.1795	5.4972	8.9100e-003		0.0119	0.0119		0.0119	0.0119	0.0000	844.3441	844.3441	0.0579		845.5610

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.1538	3.5048	39.6037	0.0892	913.9907	0.0486	914.0393	92.2412	0.0451	92.2863		6,086.466 1	6,086.466 1	0.3344		6,093.488 1
Total	3.1538	3.5048	39.6037	0.0892	913.9907	0.0486	914.0393	92.2412	0.0451	92.2863		6,086.466 1	6,086.466 1	0.3344		6,093.488 1

3.6 Architectural Coating - 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					
Archit. Coating	312.1139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.6136	4.2254	5.4408	8.9100e-003		0.2452	0.2452		0.2452	0.2452		844.3442	844.3442	0.0550		845.4986
Total	312.7275	4.2254	5.4408	8.9100e-003		0.2452	0.2452		0.2452	0.2452		844.3442	844.3442	0.0550		845.4986

3.6 Architectural Coating - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.9975	3.3634	37.6922	0.0892	1,488.345 2	0.0488	1,488.394 0	149.6767	0.0453	149.7219		5,996.936 0	5,996.936 0	0.3250		6,003.761 1
Total	2.9975	3.3634	37.6922	0.0892	1,488.345 2	0.0488	1,488.394 0	149.6767	0.0453	149.7219		5,996.936 0	5,996.936 0	0.3250		6,003.761 1

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	312.1139					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1634	3.1795	5.4972	8.9100e-003		0.0119	0.0119		0.0119	0.0119	0.0000	844.3441	844.3441	0.0550		845.4986
Total	312.2773	3.1795	5.4972	8.9100e-003		0.0119	0.0119		0.0119	0.0119	0.0000	844.3441	844.3441	0.0550		845.4986

3.6 Architectural Coating - 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	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.9975	3.3634	37.6922	0.0892	913.9907	0.0488	914.0395	92.2412	0.0453	92.2865		5,996.9360	5,996.9360	0.3250		6,003.7611
Total	2.9975	3.3634	37.6922	0.0892	913.9907	0.0488	914.0395	92.2412	0.0453	92.2865		5,996.9360	5,996.9360	0.3250		6,003.7611

3.7 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3301	13.7845	14.3523	0.0223		0.7390	0.7390		0.6799	0.6799		2,160.7571	2,160.7571	0.6988		2,175.4326
Paving	1.1751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5051	13.7845	14.3523	0.0223		0.7390	0.7390		0.6799	0.6799		2,160.7571	2,160.7571	0.6988		2,175.4326

3.7 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0548	0.0606	0.8822	1.4600e-003	24.3991	7.9000e-004	24.3999	2.4537	7.3000e-004	2.4545		101.2740	101.2740	5.6400e-003		101.3925
Total	0.0548	0.0606	0.8822	1.4600e-003	24.3991	7.9000e-004	24.3999	2.4537	7.3000e-004	2.4545		101.2740	101.2740	5.6400e-003		101.3925

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	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.7571	2,160.7571	0.6988		2,175.4326
Paving	1.1751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.5032	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.7571	2,160.7571	0.6988		2,175.4326

3.7 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0548	0.0806	0.6822	1.4600e-003	14.9835	7.9000e-004	14.9842	1.5122	7.3000e-004	1.5129		101.2740	101.2740	5.6400e-003		101.3925
Total	0.0548	0.0806	0.6822	1.4600e-003	14.9835	7.9000e-004	14.9842	1.5122	7.3000e-004	1.5129		101.2740	101.2740	5.6400e-003		101.3925

3.7 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2308	12.6607	14.3528	0.0223		0.6652	0.6652		0.6120	0.6120		2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	1.1751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.4059	12.6607	14.3528	0.0223		0.6652	0.6652		0.6120	0.6120		2,160.2530	2,160.2530	0.6987		2,174.9250

3.7 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0517	0.0575	0.6492	1.4600e-003	24.3991	8.0000e-004	24.3999	2.4537	7.4000e-004	2.4545		99.7781	99.7781	5.4800e-003		99.8933
Total	0.0517	0.0575	0.6492	1.4600e-003	24.3991	8.0000e-004	24.3999	2.4537	7.4000e-004	2.4545		99.7781	99.7781	5.4800e-003		99.8933

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	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	1.1751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.5032	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.2530	2,160.2530	0.6987		2,174.9250

3.7 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0517	0.0575	0.6492	1.4600e-003	14.9835	8.0000e-004	14.9843	1.5122	7.4000e-004	1.5129		99.7781	99.7781	5.4800e-003		99.8933
Total	0.0517	0.0575	0.6492	1.4600e-003	14.9835	8.0000e-004	14.9843	1.5122	7.4000e-004	1.5129		99.7781	99.7781	5.4800e-003		99.8933

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Implement NEV Network
- Limit Parking Supply
- Increase Transit Frequency
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive 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	499.9355	572.9736	3,507.0687	4.1970	247.5198	8.4814	256.0012	66.0705	7.8214	73.8919	318,402.9341	318,402.9341	13,7319			318,691.3033
Unmitigated	548.7417	867.2404	4,767.9558	8.4817	539.9645	16.4898	556.4544	144.1329	15.1982	159.3311	644,077.8123	644,077.8123	24.5350			644,593.0477

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	9.54	9.54	9.54	18,189	8,242
City Park	11.13	11.13	11.13	21,220	9,615
Condo/Townhouse High Rise	7,947.54	8,634.96	7320.42	17,797,289	8,366,703
Enclosed Parking Structure	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	134,771.48	156,835.84	79218.26	172,157,778	78,467,208
Single Family Housing	11,484.00	12,096.00	10524.00	25,577,594	12,024,311
User Defined Recreational	0.00	0.00	0.00		
User Defined Recreational	0.00	0.00	0.00		
Total	154,223.69	177,587.47	97,083.35	215,572,071	98,876,080

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	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
City Park	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
Condo/Townhouse High Rise	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Regional Shopping Center	12.50	4.20	5.40	16.30	64.70	19.00	54	35	11
Single Family Housing	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.469364	0.065576	0.169825	0.159036	0.038089	0.006139	0.011322	0.071493	0.001371	0.001211	0.003602	0.000518	0.002454

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable 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					
Natural Gas Mitigated	2.1466	18.4609	8.6663	0.1171		1.4831	1.4831		1.4831	1.4831		23,417.2845	23,417.2845	0.4488	0.4293	23,559.7982
Natural Gas Unmitigated	2.1486	18.4609	8.6663	0.1171		1.4831	1.4831		1.4831	1.4831		23,417.2845	23,417.2845	0.4488	0.4293	23,559.7982

5.2 Energy by Land Use - NaturalGas
Unmitigated

	Natural Gas 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					
Condo/Townhouse High Rise	68082.9	0.7342	6.2743	2.6899	0.0401		0.5073	0.5073		0.5073	0.5073		8,009,756.4	8,009,756.4	0.1535	0.1469	8,058,502.4
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	19949.5	0.2151	1.9558	1.6429	0.0117		0.1486	0.1486		0.1486	0.1486		2,346,995.0	2,346,995.0	0.0450	0.0430	2,361,278.4
Single Family Housing	111015	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174
User Defined Recreational	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
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
Total		2.1466	18.4609	8.6663	0.1171		1.4831	1.4831		1.4831	1.4831		23,417,284.5	23,417,284.5	0.4488	0.4293	23,559,798.2

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas 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					
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	19,9495	0.2151	1.9558	1.6429	0.0117		0.1486	0.1486		0.1486	0.1486		2,346.9950	2,346.9950	0.0450	0.0430	2,361.2784
Single Family Housing	111,015	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174
User Defined Recreational	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
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
Condo/Townhouse High Rise	68,0829	0.7342	6.2743	2.6699	0.0401		0.5073	0.5073		0.5073	0.5073		8,009.7564	8,009.7564	0.1535	0.1469	8,058.5024
Total		2.1466	18.4609	8.6663	0.1171		1.4831	1.4831		1.4831	1.4831		23,417.2845	23,417.2845	0.4488	0.4293	23,559.7982

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use only Natural Gas Hearths
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	380,6578	2,3065	200,4026	0,0106		2,1793	2,1793		2,1680	2,1680	0,0000	17,344,38 34	17,344,38 34	0,6794	0,3114	17,455,17 39
Unmitigated	503,6269	2,3065	200,4026	0,0106		2,1793	2,1793		2,1680	2,1680	0,0000	17,344,38 34	17,344,38 34	0,6794	0,3114	17,455,17 39

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	118.4323					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	377.4866					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.5568	7.0000e-005	0.0849	0.0000		1.0756	1.0756		1.0643	1.0643	0.0000	16,983.5294	16,983.5294	0.3255	0.3114	17,086.8883
Landscaping	6.1513	2.3064	200.3177	0.0106		1.1037	1.1037		1.1037	1.1037		360.8540	360.8540	0.3539		368.2856
Total	503.6269	2.3065	200.4026	0.0106		2.1793	2.1793		2.1680	2.1680	0.0000	17,344.3834	17,344.3834	0.6794	0.3114	17,455.1739

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	23.6865					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	349.2633					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.5568	7.0000e-005	0.0849	0.0000		1.0756	1.0756		1.0643	1.0643	0.0000	16,983.5294	16,983.5294	0.3255	0.3114	17,086.8883
Landscaping	6.1513	2.3064	200.3177	0.0106		1.1037	1.1037		1.1037	1.1037		360.8540	360.8540	0.3539		368.2856
Total	380.6578	2.3065	200.4026	0.0106		2.1793	2.1793		2.1680	2.1680	0.0000	17,344.3834	17,344.3834	0.6794	0.3114	17,455.1739

7.0 Water Detail

7.1 Mitigation Measures Water

- Apply Water Conservation Strategy
- Use Reclaimed Water
- Use Grey Water
- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Turf Reduction
- Use Water Efficient Irrigation System

8.0 Waste Detail

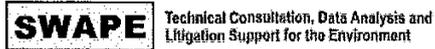
8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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



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**Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review**

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certification:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – present;
- Senior Environmental Analyst, Komex H2O Science, Inc (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt’s responsibilities have included:

- Lead analyst and testifying expert in the review of numerous environmental impact reports under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions and geologic hazards.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt’s duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.
- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nationwide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, *Oxygenates in Water: Critical Information and Research Needs*.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt currently teaches Physical Geology (lecture and lab) to students at Golden West College in Huntington Beach, California.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Colorado.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and Hagemann, M., 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukunaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

11815 Mayfield Ave
Los Angeles CA, 90049

JESSIE MARIE JAEGER

530-867-6202
jaegerjessie600@gmail.com

SUMMARY

Innovative, energetic, driven, and a results oriented leader, with proven success producing quality results in research, student government, and academia. A recipient of the UCLA Bruin Advantage Scholarship, Dean's List honoree, and a leader amongst peers, who uses ambition and passion to effectively develop the skills needed to assess and solve major environmental and conservation issues.

Skills include:

- Execution of Laboratory Techniques (DNA extraction, Tissue Cataloging etc.)
- Understanding of Statistical Models used in Ecology and Conservation Biology
- Experience with programs such as Excel, Microsoft Access, QuickBooks, ArcGIS, AERMOD, CalEEMod, AERSCREEN, and ENVI
- Knowledge of California policies and municipal codes
- Experience in Field Work, including capture of Amphibian species and water sampling within Ballona Watershed
- Steering Committee Coordination and Working Group Management
- Organizational Skills
- Effective Communication Abilities
- Customer Service Experience

PROFESSIONAL EXPERIENCE

SOIL WATER AIR PROTECTION ENTERPRISE, SANTA MONICA, CA
SWAPE Technical Consultation, Data Analysis, and Litigation Support

2014 – Present

Project Analyst

<http://www.swape.com/staff/jessie-jaeger/>

Maintain and update national public water system database through use of Microsoft Excel and Access. Other responsibilities include cancer risk assessment calculations, in depth research of environmental issues such as fracking, Leaking Underground Storage Tanks (LUST) and their associated funding programs, groundwater contamination, Proposition 65 formaldehyde test methods, polychlorinated biphenyl (PCB) contamination within schools, and environmental modeling using AERMOD, CalEEMod, AERSCREEN, and ArcGIS.

- Expert understanding of Microsoft Excel and Access, with the ability to manipulate, analyze, and manage large sets of data. Expertise include the creation of queries via Access, utilization of Pivot Tables and statistical functions within Excel, and proficiency in formatting large datasets for use in final reports.
- Mastery of modeling programs such as CalEEMod, AERSCREEN, ArcGIS, as well as the ability to prepare datasets for use within these programs. For example, the conversion of addresses into geographical coordinates through the utilization of Geocode programs.
- Experience in the composition and compilation of final analytical reports and presentations, with proficiency in technical writing, organization of data, and creation of compelling graphics.
- Knowledge of federal and California EPA policies, such as CEQA, accepted methods, and reporting limits, as well as experience with city and county personnel and municipal codes.

UCLA H. BRADLEY SHAFFER LAB, LOS ANGELES, CA

2012 – 2014

Undergraduate Research Assistant

Responsible for phylogenetic prioritization within the Turtles of the World project (TOTW). Methods include obtaining 2-3 tissue samples of every species of turtle on earth, and sequencing them for ~20 independent genes. The results of the TOTW project are being used to create a phylogenetic tree of as many currently existing turtle species as possible. This will allow evolutionary biologists and herpetologists to better understand how turtle taxa are interrelated, and will aid in efforts to conserve threatened turtle species.

- Expert understanding of laboratory techniques, including the amplification of DNA through the method of polymerase chain reactions (PCR), extraction of DNA from tissue, cataloging of tissue samples etc.
- Proficiency in programs such as Excel, Google Earth, and Specify.
- Mastery of laboratory equipment usage, including but not limited to, Thermocyclers, Centrifuges, Nanodrop Machines, Autoclave Devices, and Vortexes.
- Experience in fieldwork, including capture of salamander, turtle, and newt specimens to add to the Shaffer Lab tissue database.

LOS ANGELES REGIONAL COLLABORATIVE, LOS ANGELES, CA
Climate Action and Sustainability, Institute of the Environment, UCLA

2011-2012

Work Group and Event Manager

Responsibility for organization of steering committee meetings, as well as for the organization of the working groups within the collaborative. Maintaining and updating the website, as well as sending out weekly newsletters on behalf of the Collaborative to its members.

- Organized the first Solar Planning working group within the steering committee, which consisted of representatives from universities, government agencies, and private sectors within L.A. County.
- Coordinated monthly steering committee meetings as well as assisted in the organization of Quarterly Meetings and Sustainability Forums.
- Managed membership, weekly newsletters, website updates, general assistance, and clerical duties.

UNDERGRADUATE STUDENT'S ASSOCIATION COUNCIL, UCLA

2012-2013

Academic Wellness Director, Academic Affairs Commissioner (2013)

Student Groups Support Committee Member, Internal Vice President (2012)

USAC's programs offer an invaluable service to the campus and surrounding communities by providing an opportunity for thousands of students to participate in and benefit from these services. Two to three thousand undergraduates participate annually in the more than 20 outreach programs.

- Directed the organization of academic campus programs that provide tools and resources to manage the academic rigors experienced by university students.
- Oversight control of and responsibility for the Academic Wellness committee and all its members.
- Created a Universal Funding application for student groups that facilitates the process of requesting funds to support philanthropic activities.

EDUCATION

Bachelor of Science, Environmental Science

Minor in Conservation Biology

Senior Project, Ballona Watershed Phytoplankton and Water Quality Assessment

University of California Los Angeles, Los Angeles, CA

High School Diploma

Valedictorian, June 2010

Pioneer High School, Woodland, CA

ACCOMPLISHMENTS

Recipient, Bruins Advantage Scholarship, 2010-2014

Academic Honoree, Dean's List, 2013-2014

Life Member, National Honor Society & California Scholarship Federation, 2006-2010

Valedictorian, Pioneer High School, 2010

EXHIBIT B



SMITH ENGINEERING & MANAGEMENT

January 15, 2015

Mr. Richard Drury
Lozeau Drury
410 12th Street, Suite 250
Oakland, CA 94607

**Subject: Section 24 Specific Plan Draft Environmental Impact Report
(SCH #2014011035) Agua Caliente Band of Cahuilla Indians**

Dear Mr. Drury:

At your request, I have reviewed the traffic and transportation aspects of the Draft Environmental Impact Report (the "DEIR") for the Section 24 Specific Plan (the "Project") by the Agua Caliente Band of Cahuilla Indians, a site that is within the City Limits of the City of Rancho Mirage. My qualifications to perform this review include registration as a Civil and Traffic Engineer in California and over 46 years professional consulting engineering practice in the traffic and transportation industry. I have both prepared and reviewed traffic and circulation analyses of environmental review documents, including major land use developments. My professional resume is attached.

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Findings of my review are summarized below.

**Findings of the Traffic Impact Analysis Are Invalidated by Assumptions
Unreasonably Favorable to the Project**

While the DEIR and its supporting traffic study (Appendix G) give the superficial appearance of a thorough analysis of traffic impacts and mitigation needs, close examination reveals that the traffic analysis is based on key assumptions that are both unreasonably favorable to the Project and not reasonably supportable.

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TRAFFIC • TRANSPORTATION • MANAGEMENT

5311 Lowry Road, Union City, CA 94587 tel: 510.489.9477 fax: 510.489.9478

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Underestimate of Basic Trip Generation of Non-residential Component

The DEIR estimates the trip generation of the non-residential component of the Project as if these land uses were aggregated in a single mega-shopping center of 3,139,000 gross square feet (*ITE Trip Generation, 8th Edition* land use category 820). One of the characteristics of the trip generation function for this shopping center category is that the trip generation per thousand square feet of gross leasable area declines with the size of center. For example, based on the trip rate function for this use category, the total daily trips for a 3.139 million gross square foot shopping center is 63,800 (as reported in the DEIR Appendix G). However, if the total non-residential use in the Project were considered as two independent shopping centers each half that size (each 1,569,500 gross square feet for the same aggregate total of 3,139,000 gross square feet), according to the reference source relied on by the DEIR, each of these 'half-sized' centers would have a trip generation of about 40,000 daily trips or an aggregate of 80,000 daily trips. This is over 25 percent more trips than estimated by assuming the non-residential uses are lumped into a single unrealistically gargantuan mega-shopping center.

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In all reality, the non-residential uses in the Project will be developed as a number of separately functioning components that may probably include a neighborhood retail center focused on a grocery store; a moderately large shopping center (say 1.0 million gross square feet) focused on two or three major department store anchor tenants and possibly including such uses as a bank, cinema and modest amount of office space; freestanding office development; freestanding big-box retail (such as say Home Depot or IKEA), freestanding discount superstores (such as Walmart); and freestanding membership discount superstores (such as Costco). Such a likely mix of development would have even more trip generation than the 80,000 daily trips we estimated by treating the entire non-residential development as two independent shopping centers instead of one hugely oversized one. While the exact composition and configuration of the non-residential component of the development cannot currently be known, it is evident that the assumption of a single mega-shopping center made by the DEIR preparers grossly understates potential trip generation of the non-residential component. Hence, this assumption is not consistent with the good faith effort to disclose impact that CEQA demands.

Overestimate of Internal Trips

One of those assumptions is the presumption that 15 percent of the trips generated by the residential component of the Project would remain entirely internal to the Project and offset an equivalent number of trip ends generated by the non-residential components of the Project. Since these trips are presumed to travel only on streets internal to the Project, they are assumed to not impact

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streets and highways outside the Project and are erased from the analysis at the trip generation stage.

The problem with the notion 15 percent of the residential-generated trips in a mixed use development might be completed close to home, is that this is considerably discrepant from actual traveling behavior in the Coachella Valley area. The *Coachella Valley Association of Governments 2004 Origin / Destination Survey*, a document referenced in the DEIR's Appendix G Traffic Study, shows that for all of Rancho Mirage, an area of 24.8 square miles, only 30.6 percent of trips generated at residences within the City are completed within City limits. In other words, an average only 1.23 percent of trips per square mile are internalized locally in Rancho Mirage. Contrast this with the Project area, an area of only about 1 square mile. Assuming 15 percent of the residential trips are completed internally in this Project area - 15 percent in a square mile - is more than twelve times the average rate per square mile in the City as a whole.

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Other data from the *Coachella Valley Origin / Destination Survey* also points to the unreasonableness and insupportability of the DEIR's 15 percent internalization assumption. Average trip duration in the area for work trips is 24.5 minutes, 15.7 minutes for home-to-shop trips, 15.0 minutes for home to school, 19.6 minutes for home-to-other and 20.3 minutes for all trips. In the Project area, the longest internal trip possible is a trip from one corner of the Project site to the diagonally opposite corner. Such a trip would be a distance of 1.41 miles. At a reasonable speed for internal streets of 30 miles-per-hour, such a trip would be completed in 2.83 minutes. That is only about 13.9 percent of the average trip duration in the general vicinity. And this is the *longest possible internal trip in the Project area*. If one assumes the average internal trip in the Project area is about half the longest possible one, then the average internal trip length would be 1.42 minutes and about 0.71 miles. In a region where, according to SCAG data, only about 3.7 percent of all work trips are one mile or less, the 15 percent internalization assumption seems all the more implausible.

Overestimate of Attracted Passerby Trips

The DEIR estimates that 15 percent of trip generation for the non-residential component of the Project will be attracted from passerby traffic. It presents various rationalizations for this. However, it fails to account for a crucial consideration - whether existing passer-by traffic can reasonably sustain the assumed level of passerby attraction. In brief, the question is whether the numbers of existing passers-by can reasonably be expected to visit the uses in the site frequently enough to justify the actual numbers, not just the percentage, of attracted passers-by. Much of the data regarding attracted passer-by percentages is drawn from urban sites bounded from very high volume arterial roadways. Although some of these data confirm that various uses attract high percentages of their trip generation from traffic already passing the site, those

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percentages are as much driven by the amount of traffic passing the site as by the character of the land uses. So the sheer percentage of passer-by attraction is not transferrable to other sites purely based on land use characteristics, contrary to what the DEIR analysis assumes. To cite an exaggerated example, it would be ridiculous to claim that a regional shopping center generating 200,000 trips sited on two country roads each carrying an existing 100 trips per day in the existing condition would draw 15 percent of its traffic from passer-by traffic. To be sure, other growth in the area would increase the pool of traffic from which passers-by could be drawn, but assuming that is simply blaming the Project's traffic generation on other developments, which is an unacceptable assumption under CEQA.

In this case, the existing traffic on roadways abutting the Project is approximately 64,500 daily vehicles in peak season. In order to attract the assumed 9180 daily vehicles from passer-by traffic, about one of each seven drivers passing the site each day would have to call on some on-site use while passing the site on a trip to somewhere else. If the non-residential uses on the site were primarily gas stations, fast food restaurants, banks, mini-marts and groceries, such a frequency of visitation might be plausible. But if a substantial portion of the commercial usage of the site is office, specialty retail, research and development, flex-use and similar, this rate of passer-by visitation is unsustainable.

The preparers of the DEIR may attempt to assert that future traffic growth should be considered as part of the sustaining traffic base for attraction of passers-by. However, much of the predicted traffic growth over the period of this Project's development remains, at this point in time, speculative. And presuming that the traffic from other projects will be there to be intercepted is in essence a blaming of the Project's traffic on other potential concurrent projects. Taken to extreme over multiple projects, this logic leads to a situation where nobody generated the traffic, they all just intercepted it.

Extent of Degradation of Traffic Conditions Concealed by Assumption of Rise in Peak Hour Factor to 1.0

DEIR page 5.14-18 and DEIR Appendix G page 5-5 both state that the peak hour factors used in the intersection Level of Service (LOS) calculations that form a primary basis for determining traffic impacts were as observed in the existing traffic counts for the peak hour operational analysis of existing and year 2022 conditions. However, the narrative also indicates that the horizon year 2035 analysis a peak hour factor of 1.0 was assumed instead. The importance of this subtlety may not be obvious to the layman.

The peak hour factor is the ratio of the actual peak hour volume to four times the volume in the busiest 15 minutes during that hour. If traffic at an intersection is intense and congested for about 15 minutes of the peak hour, but notably less

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intense and congested for most of the other 45 minutes of that hour, the intersection might have a peak hour factor (sometimes abbreviated PHF in computation sheets) of, for example, 0.85. If traffic at an intersection is almost constantly intense and congested during the peak hour, the peak hour factor at that intersection will be at or approaching 1.0. If traffic within the peak hour fluctuates considerably, a given hourly volume and mix of movements will produce considerably worse congestion and delay over a significant portion of that hour than if the same amount of traffic and movement mix is spread evenly over that hour. So by assuming a peak hour factor of 1.0 in the long range analysis, the analysis is eliminating from consideration the effects of traffic fluctuations and concentrations within the peak hour that are observed in the existing conditions, leading to computations of lower levels of delay and potentially better levels of service than computations at the presently observed peak hour factors would indicate. Since the peak hour factor is a divisor in the complex computational process that determines intersection delay and critical volume-to-capacity (critical v/c) ratios, assuming it to be 1.0 rather than the lesser values observed reduces the delay and critical v/c reported in the DEIR's 2035 traffic analysis below what would have been indicated had the observed PHF values been used. Hence, this assumption is inconsistent with the good faith effort to disclose impact that CEQA demands. Furthermore, CEQA Guidelines 15125(a) state (in part):

"An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant."

Since the peak hour factor values observed are one of the physical conditions that constitute the ordinary baseline specified by the above article, the substitution of a peak hour factor of 1.0 in the 2035 analysis is a violation of CEQA guidelines.

What Impacts Would the Traffic Analysis Indicate If the Four Inappropriate Assumptions Described Above Were Corrected?

What would the traffic analysis conclude if the three inappropriate assumptions described above were corrected? The effects of the four inappropriate assumptions described above are compounding and the outcome of correcting them cannot be estimated without redoing the entire traffic analysis computations. This is not within the obligation of the concerned public nor the time and resources available during this comment period. The Project applicant should redo the traffic study addressing these considerations and resubmit this portion of the DEIR for review in draft status.

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Claimed Mitigation of Impactful Condition at Ramon Road - Da Vall Drive Intersection In Doubt

The DEIR identifies the need to add an additional southbound left turn lane on the southbound approach of Da Vall Drive to its intersection with Ramon Road in order to mitigate unacceptable conditions that would exist in 2035 and it presumes these will be carried out in a timely fashion. However, development of this additional lane may be problematic since scaled aerial photography indicates there may be insufficient space for development of such a lane in the existing curb-to-curb width and the roadway appears confined to that existing curb-to-curb width by the Desert Memorial Park cemetery on the west and the newly constructed multi-use trail on the east.

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Furthermore, the DEIR blithely assumes that this potentially infeasible improvement will be funded by others because the roads are *eligible* for Measure A and TUMF funds (though none are committed) and because improvements to Da Vall Drive are identified in the Coachella Valley Transportation Project Prioritization Study, though admitting the improvement is not currently identified for funding. Under CEQA, such uncertain funding (in essence, being on the "wish" list instead of on the "do" list) does not qualify an impactful condition to be presumed mitigated.

The DEIR Includes No Analysis of Traffic Impacts On Freeways and Freeway Ramps

Although the DEIR acknowledges Caltrans jurisdiction over the I-10 freeway and its ramp systems, other than analyzing operations at intersections between freeway ramps and the local roadway system, the DEIR utterly fails to conform to Caltrans requirements for traffic impact analysis. Those requirements are defined in a document entitled *Guide For Preparation of Traffic Impact Studies* (Caltrans, 2012). The portion of those guidelines detailing when a traffic impact study of Caltrans facilities under Caltrans procedures and guidelines must be performed includes the criterion that when a project generates over 100 peak hour trips assigned to a State highway facility, a traffic impact study of that facility is needed. Since DEIR Appendix G Table 4.2 indicates the adjusted trip generation of the entire Project would be 3524 inbound and 3433 inbound trips in the pm peak hour and Figure 5.14-4 indicates that 7.3 percent of those trips would utilize each direction of I-10 west of Bob Hope Drive and 9.3 percent of those pm peak trips would utilize each direction of I-10 east of Ramone Road, the Project's contribution to pm peak traffic on I-10 would be about 1155 trips or more than eleven-fold the criterion requiring study.

66

Given the significant volume contributed to the freeway, Caltrans may require freeway segment analysis, weaving section analysis and ramp and ramp junction analysis to be performed. The DEIR preparers should consult with Caltrans

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officials, perform the required analysis and recirculate the traffic section of the DEIR in draft status.

66

The Evaluation of Alternatives To The Project Is Inadequate

Since the DEIR has not performed an analysis of the Project's impacts on the I-10 freeway system, it cannot be known if any of the Alternatives to the Project would avoid significant impacts the Project may have on the freeway system.

67

Conclusion

This concludes my current comments on the DEIR for the Section 24 Specific Plan Project. In summary, the DEIR is deficient in multiple ways that require significant new information be added to the document. Consequently, the revised document must be recirculated in draft status for a full 45 day comment period

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Sincerely,

Smith Engineering & Management
A California Corporation



Daniel T. Smith Jr., P.E.
President

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**Attachment 1
Resume of Daniel T. Smith Jr., P.E.**

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SMITH ENGINEERING & MANAGEMENT

DANIEL T. SMITH, Jr.
President

EDUCATION

Bachelor of Science, Engineering and Applied Science, Yale University, 1967
Master of Science, Transportation Planning, University of California, Berkeley, 1968

PROFESSIONAL REGISTRATION

California No. 21913 (Civil) Nevada No. 7969 (Civil) Washington No. 29337 (Civil)
California No. 938 (Traffic) Arizona No. 22131 (Civil)

PROFESSIONAL EXPERIENCE

Smith Engineering & Management, 1993 to present. President.
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.
Personal specialties and project experience include:

Litigation Consulting. Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

Urban Corridor Studies/Alternatives Analysis. Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-380 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-380, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.) Project manager, Sacramento Northeast Area multi-modal transportation corridor study, Transportation planner for I-305 West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Suisun freeway operations study, SR 93 freeway operations study, I-380 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail systems study, Tasuwan Corridor LRT AA/EIS, Fremont-Warm Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

Area Transportation Plans. Principal-in charge for transportation element of City of Los Angeles General Plan Framework, shaping nations largest city two decades into 21st century. Project manager for the transportation element of 300-acre Mission Bay development in downtown San Francisco. Mission Bay involves 7 million gsf office/commercial space, 8,500 dwelling units, and community facilities. Transportation features include relocation of commuter rail station; extension of MUNI-Metro LRT; a multi-modal terminal for LRT, commuter rail and local bus; removal of a quarter mile elevated freeway, replacement by new ramps and a boulevard; an internal roadway network overcoming constraints imposed by an internal tidal basin; freeway structures and rail facilities; and concept plans for 20,000 structured parking spaces. Principal-in-charge for circulation plan to accommodate 9 million gsf of office/commercial growth in downtown Bellevue (Wash.). Principal-in-charge for 64 acre, 2 million gsf multi-use complex for EMC adjacent to San Jose International Airport. Project manager for transportation element of Sacramento Capitol Area Plan for the state governmental complex, and for Downtown Sacramento Redevelopment Plan. Project manager for Napa (Calif) General Plan Circulation Element and Downtown Riverfront Redevelopment Plan, on parking program for downtown Walnut Creek, on downtown transportation plan for San Mateo and redevelopment plan for downtown Mountain View (Calif.), for traffic circulation and safety plans for California cities of Davis, Pleasant Hill and Hayward, and for Salem, Oregon.

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Transportation Centers. Project manager for Daly City Intermodal Study which developed a \$7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

Campus Transportation. Campus transportation planning assignments for UC Davis, UC Berkeley, UC Santa Cruz and UC San Francisco Medical Center campuses; San Francisco State University; University of San Francisco, and the University of Alaska and others. Also developed master plans for institutional campuses including medical centers, headquarters complexes and research & development facilities.

Special Event Facilities. Evaluations and design studies for football/baseball stadiums, indoor sports arenas, horse and motor racing facilities, theme parks, fairgrounds and convention centers, ski complexes and destination resorts throughout western United States.

Parking. Parking programs and facilities for large area plans and individual sites including downtowns, special event facilities, university and institutional campuses and other large site developments; numerous parking feasibility and operations studies for parking structures and surface facilities; also, resident preferential parking .

Transportation System Management & Traffic Restraint. Project manager on FHWA program to develop techniques and guidelines for neighborhood street traffic limitation. Project manager for Berkeley, (Calif.), Neighborhood Traffic Study, pioneered application of traffic restraint techniques in the U.S. Developed residential traffic plans for Menlo Park, Santa Monica, Santa Cruz, Mill Valley, Oakland, Palo Alto, Piedmont, San Mateo County, Pasadena, Santa Ana and others. Participated in development of photo/radar speed enforcement device and experimented with speed humps. Co-author of Institute of Transportation Engineers reference publication on neighborhood traffic control.

Bicycle Facilities. Project manager to develop an FHWA manual for bicycle facility design and planning, on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and handicapped.

MEMBERSHIPS

Institute of Transportation Engineers Transportation Research Board

PUBLICATIONS AND AWARDS

Residential Street Design and Traffic Control, with W. Homburger *et al.* Prentice Hall, 1989.

Co-recipient, Progressive Architecture Citation, *Mission Bay Master Plan*, with I.M. Pci WRT Associated, 1984.

Residential Traffic Management, State of the Art Report, U.S. Department of Transportation, 1979.

Improving The Residential Street Environment, with Donald Appleyard *et al.*, U.S. Department of Transportation, 1979.

Strategic Concepts in Residential Neighborhood Traffic Control, International Symposium on Traffic Control Systems, Berkeley, California, 1979.

Planning and Design of Bicycle Facilities: Pitfalls and New Directions, Transportation Research Board, Research Record 570, 1976.

Co-recipient, Progressive Architecture Award, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.

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Comment Letter No. 7

Laborers' International Union of North America (LIUNA), Local Union No. 1184
Richard T. Drury
Attorney, Lozeau Drury LLP
410 12th Street, Suite 250
Oakland, CA 94607

Response to Comment 7-1

As discussed in **Section 1.0, Introduction**, the EIS for the Project is being prepared in accordance with the Agua Caliente Tribal Environmental Policy Act (TEPA) (Tribal Ordinance No. 28) because the Project Site consists of land that is part of the Agua Caliente Indian Reservation ("Reservation") that is under the jurisdiction of the Tribe. The Tribe, which is a sovereign tribal government, is not required to comply with CEQA. The Tribe elected to prepare the EIS in compliance with both TEPA and CEQA, in accordance with Section 15221 of the CEQA Guidelines, titled "NEPA Document Ready Before CEQA Document".

Section 15221 of the CEQA Guidelines states that when a project will require compliance with both CEQA and NEPA, state or local agencies should use the EIS rather than preparing an EIR or Negative Declaration if the EIS will be prepared before an EIR or Negative Declaration would otherwise be completed for the project, and the EIS complies with the provisions of the CEQA Guidelines.

To facilitate the potential future use of the EIS to comply with CEQA by any public agency required to comply with CEQA, the Tribe prepared the EIS in compliance with the provisions of the CEQA Guidelines by organizing the document like an EIR, including all required content required by the CEQA Guidelines, such as providing a separate discussion of mitigation measures and growth inducing impacts, and complying with all procedural requirements, such as providing the Draft EIS to the Governor's Office of Planning and Research State Clearinghouse for distribution for review by state agencies.

The separate expert comments attached to this letter are addressed in detail below.

Response to Comment 7-2

The comment identifies the background of the Project. The Tribe prepared the Project Description in accordance with Section 15124 of the CEQA Guidelines in order to serve as a basis for the environmental analysis.

Response to Comment 7-3

The comment is noted and all potential impacts to the surrounding residents were identified in the Draft EIS, with the appropriate Mitigation Measures to reduce potential impacts, and provided a discussion of alternatives to the Project to avoid or substantially reduce identified significant impacts.

Response to Comment 7-4

Pursuant to Section 15002(a) of the CEQA Guidelines, the fundamental purposes of CEQA are to (1) inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities, (2) identify the ways that environmental damage can be avoided or significantly reduced, (3) prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible, and (4) disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved. The Tribe as the lead agency has prepared this EIS in compliance with both TEPA and CEQA in order to analyze the Project's potentially significant environmental impacts. The Tribe has identified appropriate Mitigation Measures and an environmentally superior alternative to reduce these impacts to a level of less than significance. The Tribe will consider these findings within the Record of Decision for the Project, which will be disclosed to the public. Therefore, the EIS has met the fundamental purposes of CEQA.

Response to Comment 7-5(a)

As discussed in **Section 1.0**, the EIS for the Project is being prepared in accordance with the Agua Caliente Tribal Environmental Policy Act (TEPA) (Tribal Ordinance No. 28) because the Project Site consists of land that is part of the Reservation that is under the jurisdiction of the Tribe. The Tribe agrees that it is the proper lead agency for TEPA purposes.

However, the Tribe, which is a sovereign tribal government, is not required to comply with CEQA¹ and is not acting as the "Lead Agency" for any "Project," as both are defined by CEQA, so any actions taken by the Tribe are not subject to CEQA compliance.

1 28 U.S.C.A. § 1360(b); *see also Segundo v. City of Rancho Mirage* (9th Cir. 1987) 813 F.2d 1387, 1393 ("It is beyond question that land use regulation is within the Tribe's legitimate sovereign authority over its lands."); *In re Humboldt Fir, Inc.* (N.D. Cal. 1977) 426 F.Supp. 292, 296 *aff'd sub nom. U.S. v. Humboldt Fir, Inc.* (9th Cir. 1980) 625 F.2d 330 ("Indian trust lands are a Federal instrumentality held to effect the Federal policy of Indian advancement and therefore may not be burdened or interfered with by the State ... Where a dispute involves trust or restricted property, the state may not adjudicate the dispute nor may its laws apply.").

Because the Section 24 Specific Plan area is located adjacent to the City of Rancho Mirage (“City”) and annexation of some or all of the Specific Plan Area may be pursued at some point in the future, the Tribe voluntarily elected to prepare the EIS in compliance with both TEPA and CEQA, in accordance with Section 15221 of the CEQA Guidelines, titled “NEPA Document Ready Before CEQA Document.”

While compliance with CEQA is not required at this time, Section 15221 of the CEQA Guidelines states that when a project, or a portion thereof, will require compliance with both CEQA and NEPA at some later date, state or local agencies should use the EIS at that later date rather than preparing an EIR or Negative Declaration if: (1) the EIS will be prepared before an EIR or Negative Declaration would otherwise be completed for the project; and (2) the EIS complies with the provisions of the CEQA Guidelines. Based on the foregoing, these responses will address the CEQA compliance issues raised in the comments, even though any actions taken by the Tribe with respect to the Project are not subject to CEQA. The Tribe is merely responding to such CEQA comments in an effort to ensure that the Final EIS provides a thorough and complete analysis of the Project’s potential impacts on the environment, and so that the Final EIS will be useful to any public agency that may be required to comply with CEQA with respect to the Project.

To facilitate the potential future use of the EIS to comply with CEQA by any public agency required to comply with CEQA, the Tribe prepared the EIS in compliance with the provisions of the CEQA Guidelines by organizing the document like an EIR, including all required content required by the Public Resources Code and CEQA Guidelines, such as providing a separate discussion of mitigation measures and growth inducing impacts, and complying with all procedural requirements, such as providing the Draft EIS to the Governor’s Office of Planning and Research State Clearinghouse for distribution for review by state agencies. The Tribe also consulted extensively with the City on the contents of the EIS, to ensure that the City’s input on the environmental document could be included in the EIS, prior to the Tribe considering approval of the EIS or the Project.

At such future time that any discretionary action is proposed that would require any public agency subject to CEQA to comply with CEQA, that agency, serving as Lead Agency as defined by the CEQA Guidelines, would be responsible for reviewing the Final EIS to independently determine that it complies with all the provisions of the CEQA Guidelines.

Response to Comment 7-5(b)

It is neither appropriate nor necessary to designate a CEQA lead agency at this time because (1) any actions taken by the Tribe are not subject to CEQA compliance (as discussed in **Response to Comment 7-5(a)**); and (2) it is premature for any local agency to assume a lead agency role (as discussed in more detail below in **Response to Comment No. 7-5(c)** regarding the *Amador* and *Parchester* decisions).

Responses to Comment 7-5(c)

This comment overstates the state or local agency permitting authority for projects on tribal land as well as the holding in *County of Amador v. City of Plymouth* (2007) 149 Cal.App.4th 1089, *as modified on denial of reh'g* (May 10, 2007).

As discussed above, neither the state nor any local agency has any land use or CEQA authority over the Tribe's lands, and it is premature to invoke CEQA for any non-Tribal activity because no local agency has proposed to approve any action with respect to the Project.

Amador involved land for which an application had been made for the United States Secretary of the Interior to take the land in trust for use by the tribe to build a casino. *County of Amador* at 1093-1094. The court in *Amador* conceded that there was no activity *by the tribe* to which CEQA applied because "neither the taking of the subject lands in trust nor the Gaming Development require the formal approval of the City." *County of Amador* at 1100.

Instead, the only activity in *Amador* that fell under CEQA was activity which the city had approved by contractually agreeing to perform the work under a municipal service agreement ("MSA"). "The public works and road vacation constitute a project subject to CEQA and the MSA constitutes the approval or contingent approval of the project." *County of Amador* at 1100. The "project" for purposes of CEQA consisted of only those things which the MSA committed the city to complete rather than anything the tribe had proposed to develop on its own. *County of Amador* at 1097, fn. 6.

The court in *Parchester Village Neighborhood Council v. City of Richmond* confirmed the narrowness of the decision in *Amador*.

In Amador, the appellate court found the acquisition of trust lands for a casino development was not the 'project' of the City of Plymouth within the meaning of CEQA precisely because 'neither the taking of lands in trust nor the [casino development] requires the formal approval of the City' ... Instead, the municipal services agreement involved in that case was deemed to be subject to CEQA because it unconditionally obligated the city to vacate a portion of a city road and to remodel the city's existing fire station. The agreement also conditionally obligated the city to construct connections to the casino's sewer and water systems and to increase system capacity to meet the needs of the casino development. (Cite.) The appellate court 'made clear' that the project for purposes of CEQA consisted 'of the things which the MSA commits the City to construct.'

Parchester Village Neighborhood Council v. City of Richmond (2010) 182 Cal.App.4th 305, 314, *as modified on denial of reh'g* (Mar. 25, 2010).

After recognizing the narrowness of the *Amador* decision, the court in *Parchester* held that the development at issue in that case, also a casino, as well as the related MSA were both outside the scope of CEQA because CEQA did not apply to tribal land. “In our view, the Tribe’s casino development does not constitute a ‘project’ of the City under CEQA because the City has no legal authority over the property upon which the casino will be situated.” *Parchester Village* at 313. “CEQA applies only to ‘discretionary projects proposed to be carried out or approved by public agencies....’” *Parchester* at 311. The tribe was not a public agency.

The MSA at issue in *Parchester Village* was also outside of the scope of CEQA because it did not rise to the level of a CEQA “project.” The MSA “set no timeline for the construction of physical improvements and d[id] not obligate the City to undertake any specified construction project.” *Parchester* at 317-318. “While the MSA does indicate that the City agreed to support the Tribe’s efforts to acquire the land and to obtain the requisite approvals from the BIA and the Governor, this expression of support does not transform the casino into a ‘project’ so as to trigger the City’s preparation of an EIR.” *Parchester* at 313.

In the present matter, just as in *Parchester*, the Tribe’s proposed development is not a “project” under CEQA because (1) no public agency has regulatory authority over the tribal land and (2) there is no MSA or related agreement with a public agency, nor any other action of a public agency, proposed for approval that could be subject to CEQA.

Response to Comment 7-5(d)

As discussed above, no CEQA review is required at this time. The Tribe has exclusive jurisdiction over tribal lands, and there is no pending approval of annexation into the City by LAFCo as no application for annexation has been filed. There is also no action under consideration regarding any of the various potential approvals by the City. Thus, it is premature for CEQA designation of a “lead agency” at this time.

Nonetheless, the Tribe will revise Table 3.0-2 as indicated on Page 3.0-2 in **Section 3.0** of the Final EIS to clarify that the Tribe will serve as the Lead Agency for TEPA purposes and that the City and LAFCo are potential future lead and/or responsible agencies. The Tribe will also add the Coachella Valley Water District as a potential responsible agency.

Response to Comment 7-5(e)

Once again, CEQA is inapplicable to the Project at this time. There is no rubber-stamping when the Tribe has sovereignty over its own lands.

Gentry v. City of Murrieta (1995) 36 Cal.App.4th 1359, 1397-1398, *as modified on denial of reh’g* (Aug. 17, 1995), is inapplicable. The case involved the issue of independent judgment by each public agency

after one public entity handed off “lead agency” designation to a second public entity. “[W]here two public agencies *successively* are lead agency for a project, they could likewise engage in ‘cooperative efforts,’ provided each agency exercises an independent judgment on the matters which actually come before it for decision.” *Gentry* at 1398. The case involved CEQA applicability from the start rather than land immune from state and local regulation due to tribal sovereignty, for which CEQA could apply in the future. Nevertheless, the Tribe and the City have engaged in “cooperative efforts” with respect to the Project’s environmental review, and the Tribe recognizes that the City or another public agency may be required to exercise independent judgment on the adequacy of the Project’s environmental review in the future, if any aspects of the Project “actually come before it for decision.”

Response to Comment 7-5(f)

As discussed above, there is no “project” under CEQA due to the Tribe’s authority to regulate land use on its own lands. Tribal sovereignty also means the situation is not analogous to the commenter’s reliance on authority involving development by a private party for which public agency approval was required.

Response to Comment 7-6

Acting as the lead agency under TEPA, the Tribe analyzed potential environmental impacts of the Project through the preparation of an Environmental Impact Statement (EIS). The structure of the EIS follows the structure typically found within an Environmental Impact Report (EIR), pursuant to Sections 15120 to 15132 of the CEQA Guidelines. The Project’s potentially significant environmental impacts are analyzed in accordance with CEQA with feasible mitigation and alternatives identified pursuant to Section 15002(a) of the CEQA Guidelines. Evaluation of impacts associated with the Active Adult Community followed a project-level analysis, while the evaluation of impacts associated with the Tribal Planning Areas followed a program-level analysis. Mitigation measures to be enforced by the appropriate jurisdiction have been identified within the Draft EIS to feasibly reduce potential impacts to a level of less than significance. All identified Mitigation Measures for the Active Adult Community and Tribal Planning Areas, as well as alternatives analyzed for the Project can be found within **Section 2.0, Summary** of the Draft EIS.

Response to Comment 7-7

The commenter indicated that the Project will result in “the release of a phenomenal 94,104 metric tons of carbon dioxide equivalents (MTCO_{2e}) per year” per page 2.0-33. The commenter mistakenly adds the results of the three modeled scenarios together to result in a vastly overstated 94,104 MTCO_{2e} per year. The Project proposed is a Specific Plan that will permit the development of the 577 acre Project Site which is divided into 8 different planning areas. The Active Adult Community is a defined portion of

the Project, while the Tribal Planning Areas are conceptual with a maximum amount of 3,138,600 square feet of commercial retail, office, restaurant, hotel, and entertainment uses, and up to 1,406 residential units. As indicated on Page 2.0-33 of the Draft EIS which summarizes the conclusions in **Section 5.6, Greenhouse Gases**, Project operational GHG emissions for the Active Adult Community, Tribal Planning Areas, and Combined Development would be 8,879.39, 39,326.09, and 45,899.94 metric tons of carbon dioxide equivalents (MTCO₂e) per year, respectively; not the 94,104 MTCO₂e per year as claimed in the comment.

The comment also misstates the status of currently adopted significance thresholds for GHG emissions. As explained in the Draft EIS, the SCAQMD has not officially adopted a threshold of significance for greenhouse gas (GHG) emissions, and therefore, there is not “a duly adopted CEQA significance threshold” for GHG emissions. Rather, CEQA Guidelines sections 15064 and 15064.4 calls for the lead agency to use “careful judgment..., based to the extent possible on scientific and factual data,” and “a lead agency should make a good faith effort, based to the extent possible on scientific or factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. CEQA Guideline section 15064.4 also provides that the lead agency “shall have discretion” to determine the appropriate approach for assessing the significance of the project’s GHG emissions, which may include “a qualitative analysis,” “performance based standards,” or “a model or methodology to quantify greenhouse gas emissions.” Finally, CEQA Guidelines section 15664.4 states that the lead agency should consider, among other things, the following three factors:

“ (1) the extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.”

Here, even though the Tribe is not subject to the requirements of CEQA, its analysis of the Project’s GHG emissions carefully tracks and complies with the requirements specified in CEQA Guideline section 15064.4. First, the Draft EIS quantifies and discloses the amount of GHG emissions that will result from the Active Adult Community (8,879.39 MTCO₂e/year), the Tribal Planning Areas (39,326.09 MTCO₂e/year), and the combined total for the entire Specific Plan (45,899.94 MTCO₂e/year), and compared those emissions to the existing baseline environmental setting (no current GHG emissions). However, this analysis alone is not sufficient to determine significance because impacts from GHG emissions are cumulative in nature on a nearly global basis, and therefore, all such GHG emissions assessments must be made relative to large-scale plans and programs designed to reduce impacts from GHG emissions. Accordingly, the Tribe considered the various plans, programs and standards, that have

been proposed or adopted for analyzing the significance of a project's GHG emissions, and determined that the tiered approach proposed by SCAQMD provides the most appropriate model because it parallels the state's commitment to reduce GHG emissions by an additional 15 percent from current levels by 2020. Finally, the Draft EIS evaluates whether the Project complies with the climate action plans adopted by the City and the County of Riverside to reduce or mitigate the effects of GHG emissions.

As set forth in the Draft EIS, the Active Adult Community, the Tribal Planning Areas, and the entire Project as a whole were determined to not have a significant impact as a result of GHG emissions because under all three scenarios, the Project's GHG emissions will be below the threshold of significance established by the Tribe (as recommended by SCAQMD) and will be consistent with the climate action plans established by the City and the County of Riverside, after taking into account the Project Design Features and Mitigation Measures set forth in the Draft EIS.

In particular, the comment misinterprets the regulatory setting surrounding GHG emissions. The 3,000 MTCO_{2e} annual threshold that the comment references is not published in SCAQMD Thresholds of Significance for CEQA projects, but rather, is suggested as an initial screening threshold for certain types of projects. In fact, the 3,000 MTCO_{2e} per year is a screening threshold for residential/commercial projects whereas a screening threshold of 3,500 MTCO_{2e} per year is suggested for mixed use projects. The tiered level of GHG analysis presented by the previously organized GHG CEQA Significance Threshold Stakeholder Working Group ("Working Group") requires additional analysis if an individual project exceeds the initial screening threshold, as described in detail on page 5.6-14 in **Section 5.6** of the Draft EIS. The initial screening thresholds are not the same as the ultimate threshold for determining whether a project has significant impacts from GHG emissions, it is merely the start of the analysis. Here, the Draft EIS contains that additional analysis recommended by SCAQMD.

By way of background, SCAQMD organized the Working Group to evaluate potential strategies to establish a tiered threshold approach for land use development projects. The Working Group convened on fifteen occasions to deliberate on assigning a metric against which to compare a project's GHG emissions, but ultimately the group discontinued its meetings without arriving at a conclusive solution. The Working Group reviewed 798 Environmental Impact Reports (EIRs) and Mitigated Negative Declarations (MNDs) for projects submitted to the Office of Planning and Research (OPR). During the review, the Working Group excluded general, master, and specific plans from the analyses, "because they are comprised of large regional multiuse projects as opposed to individual projects undertaken at

the local level.”² The Working Group analyses were specifically focused on individual residential, commercial, and mixed use projects. Therefore, even if the SCAQMD had decided upon a final threshold of significance for GHG, it would not be applicable to the Section 24 Specific Plan Project. The comment demonstrates a misinterpretation of the SCAQMD review process pertaining to the adoption of a quantitative CEQA threshold of significance for GHG emissions.

The comment did not identify the first two tiers to determine GHG significance. The first tier determines if the Project is exempt from CEQA, which the Project would not be if it were subject to CEQA. The second tier of analysis is to determine consistency of the Project with an adopted GHG reduction plan. The Draft EIS and the responses below contain further discussion and clarification of consistency analysis with the County of Riverside Climate Action Plan and the City Sustainability plan, both of which are adopted, consistent with tier 2. The fourth tier of analysis proposed by the Working Group identifies three options: (1) achieve some percentage reduction in GHG emissions from a future, hypothetical base case scenario, including land use sector reductions from AB 32, (2) for individual projects, achieve a project-level efficiency target of 4.8 MTCO₂e per year per service population by 2020 or a target of 3.0 MTCO₂e per year per service population by 2035; for plans, achieve a plan-level efficiency target of 6.6 MTCO₂e per service population year by 2020 or a target of 4.1 MTCO₂e per service population by 2035, or (3) early compliance with AB 32 through early implementation of CARB’s 2008 Scoping Plan measures.

The GHG analysis provided in **Section 5.6** utilized Tier 2 and Tier 4, Option 1. Further clarification related to GHG analysis is presented in the response to comments below demonstrating consistency of the Project with a GHG reduction plan (per Tier 2 of the Working Groups tiered series of thresholds). Emissions of GHGs from the Project do not exceed any applicable or adopted threshold and remain less than significant as determined in the Draft EIS, after taking into account the Project Design Features and Mitigation Measures specified in the Draft EIS.

Response to Comment 7-8

The comment incorrectly states that the GHG analysis in the Draft EIS is based upon reducing GHG emissions from the maximum level possible with buildout of the Project Site under the existing Riverside County and Rancho Mirage zoning and General Plan designations. To the contrary, the Draft EIS calculates and discloses a realistic assessment of the amount of GHG emissions the Project will generate, as compared to the existing conditions. Then, the Draft EIS analyzes the significance of the Project’s GHG emissions by using a “business as usual” comparison approach to determine consistency with the

2 Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #12. Wednesday, July 29, 2009. SCAQMD.

SCAQMD guidance and AB 32, as discussed above. This comparison requires analyzing construction of the Project as proposed, including meeting 2008 Title 24 residential and non-residential building standards, but without implementation of Project Design Features, Mitigation Measures, or current (2014) applicable SCAQMD and CARB rules and regulations (i.e., SCAQMD Rule 403, Rule 403.1, CARB Tier 4 off-road engine requirements, etc.) designed to reduce GHG emissions to a level of less than significant. This analysis determined after the incorporation of Project Design Features, Mitigation Measures, and exceedance of 2008 Title 24 standards by 15 percent, the Project would substantially reduce GHG emissions from the business as usual scenario, consistent with State goals, County of Riverside reduction goals, and the City goal of 19.8 percent reduction in City GHG emissions by 2020.

Response to Comment 7-9

The comment suggests that the Draft EIS uses an approach to analyzing the significance of the Project's GHG emissions that "has been rejected under both CEQA and NEPA." The comment both misstates the applicable authorities and mischaracterizes the analysis in the Draft EIS. The Draft EIS analyzes and discloses the GHG emissions from the Project as compared to the existing baseline of no GHG emissions. Then, the Draft EIS utilized the appropriate "business as usual" comparison identified in the Riverside County Climate Action Plan and the City of Rancho Mirage Sustainability Plan. In order to determine if a project is consistent with the Riverside County Climate Action Plan, a project must either incorporate project design features and mitigation measures that total or exceed a score of 100 points from the checklist, or a project must compare the business as usual year 2011 emissions to the project emissions utilizing an adopted air quality model to quantify GHG emissions. If quantified emissions are reduced by a minimum of 25 percent with Project buildout when compared to the business as usual scenario, then the Project would be found consistent with the Riverside County Climate Action Plan and less than significant. As further clarified in response to comments below, the appropriate baseline according to the Riverside County Climate Action Plan is year 2011 emissions, with which the Project was properly compared in order to determine GHG significance.

As discussed and analyzed in Section 5.6 of the Draft EIS, the City of Rancho Mirage Sustainability Plan established a framework for the development and implementation of policies and programs that will reduce the City's emissions to 1990 levels by 2020, consistent with statewide reduction goals. The Sustainability Plan identifies 82 measures to be implemented over 8 years to reduce GHG emissions by 19.8 percent from business as usual by 2020. The Project's identified Project Design Features and Mitigation Measures are consistent with the following "Spheres" identified in the City's Sustainability Plan:

- Where We Live: energy efficient residential lighting (LIVE-6), household efficiency Audit (LIVE-8), solid waste diversion (LIVE-9 and LIVE-10), development planning (LIVE-11), and water efficient landscaping, drought tolerant landscaping (LIVE-12, LIVE-13, and LIVE-14).
- Where We Work: energy efficient commercial lighting (WORK-3), integrated lighting systems (WORK-4), car-pooling and mass transit (WORK-10), telecommuting (WORK-11), and the CVWD water efficient landscape ordinance (WORK-12).
- Where We Build: sustainable parking lots (BUILD-1), cool roofs (BUILD-2), new and efficient construction (BUILD-3), plan check and permit (BUILD-4), and green building program (BUILD-5).
- How We Get Around: electric vehicle charging stations (MOBILITY-4), biking and walking (MOBILITY-6), bike, walking, NEV CV Link (MOBILITY-7), van pools (MOBILITY-9), and car sharing (MOBILITY-11).
- How We Govern: transit oriented development (GOVERN-16) and water feature efficiency (GOVERN-17).
- Where We Visit and Plan: resort management (RECREATE-4), visitor shuttles (RECREATE-7), neighborhood electric vehicles (RECREATE-8), and water efficient system controls and drought tolerant landscaping (RECREATE-9 and RECREATE-10).
- How We Teach and Learn: commercial sector green business (LEARN-2)

Implementation of Project Design Features, compliance with regulations, and incorporation of Mitigation Measures would ensure that the Project is consistent with the above identified City of Rancho Mirage Sustainability Plan GHG reduction measures to reduce emissions by 19.8 percent by 2020, as discussed in Section 5.6.

Moreover, none of the cases cited in the comment address the CEQA requirements for analyzing GHG emissions, including the “business as usual” comparison utilized in the Draft EIS to determine consistency with the applicable climate action plans. In the authorities cited in the comment, the lead agencies erred in comparing a Project’s impacts to a more intense permitted use on the site, to determine that the Project would have a reduced impact as compared to the more intense permitted use. That is quite different from the GHG analysis in the Draft EIS, which compares the GHG emissions and reduction measures to the goals and requirements of two adopted climate action plans to determine consistency with those plans.

Response to Comment 7-10

This comment refers to analytical review of the Draft EIS conducted by a subcontracted consulting firm, “SWAPE,” and provides an overview of their findings with regards to greenhouse gas emissions assessment. The comment addresses the methodology for determining whether a project’s greenhouse gas emissions are significant under Section 15064.4 of the CEQA Guidelines. Most notably, the comment recommends using the same tiered analysis proposed by SCAQMD, including the “business as usual”

comparison the commenter asserted is inappropriate in the preceding comments. The comment goes on to assert that a different option under the SCAQMD's recommended tiered analysis would be more appropriate. As discussed above, the Tribe determined that the Tier 4, Option 1 analysis was the most appropriate option for assessing the significance of GHG emissions for this Project, and the CEQA Guidelines plainly give the lead agency the discretion to make this determination under CEQA.

The comment cites excerpts from two CEQA cases, *Friends of Northern San Jacinto Valley v. County of Riverside* and *Center for Biological Diversity v. Department of Fish and Wildlife*, related to the characterization of a GHG baseline and proper definition of BAU emissions scenario. Neither case involves a published decision finding any error in the approach to analyzing GHG emissions used in the Draft EIS. The *Center for Biological Diversity v. Department of Fish and Wildlife* litigation is currently being considered by the Supreme Court of California. The Supreme Court has not yet reached a final decision on the ruling, and therefore speculation about the validity of the GHG baseline assessment in that case is unfounded at this time. The evaluation of GHG emissions in the Draft EIS is consistent with the current regulatory framework, which is not undermined based on a possible future Supreme Court ruling. To the contrary, there is not one CEQA authority, in the Public Resources Code, the CEQA Guidelines, or case law, stating that the approach used in the Draft EIS is invalid. As such, the discussion of GHG emissions significance presented in **Section 5.6** of the Draft EIS remains valid.

The comment goes on to suggest that comparing emissions of GHGs from Project implementation to a realistic BAU scenario would result in non-compliance with the GHG emission reduction goals of AB 32. This claim is not supported by calculations to demonstrate that the Project would in fact violate AB 32 objectives. The comment does not make reference to any local or regional Climate Action Plan to verify that Project emissions exceed local GHG emission inventory projections for achieving compliance with statewide policies.

As discussed in Section 15064.4, it is the lead agency's discretion to determine the methodology and model during the preparation of GHG impact analysis. The commenter only states one option identified in the CEQA Guidelines a lead agency may use when assessing GHG impacts, which is the initial screening threshold of 3,000 MTCO₂e/year (which SCAQMD has indicated would not apply to specific plans because it is intended to screen individual residential projects). The commenter fails to identify the other two options identified in Section 15064.4(b) that identifies, "whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project." Or "the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions." As noted in Response to Comments below, the Tribe determined that consistency with the Scoping Plan and Updated Scoping Plan reduction percentages is the appropriate threshold for this Project. The Project

was found consistent with this threshold based on a reduction of GHG emissions with incorporation of Project Design Features, regional and state regulations, and implementation of Mitigation Measures to the Project. (GHG Mitigation Measures are provided in the Draft EIS as **MM 5.6-1** through **MM 5.6-10**, discussed in **Section 2.0** and **Section 5.6** of the document). The reductions exceed the Statewide goals of reducing GHG emissions by 2020, as specified in AB 32. Furthermore, as discussed in Response to Comment 7-8, the Project was also found to be consistent with the City of Rancho Mirage's Sustainability Plan that identifies implementation measures to reduce the City's GHG emissions by 19.8 percent by 2020. The Project was also determined to be consistent with the County of Riverside's Climate Action Plan for unincorporated areas in Riverside County.

Response to Comment 7-11

As discussed previously, the Tier 3 threshold referred to in this comment (3,000 MTCO₂e/year) was not adopted by the SCAQMD and is not applicable to the Project. The Project is a specific plan, comprised of several types of land uses, and encompassing 577 acres. The SCAQMD acknowledged that general, master, and specific plans should not be analyzed for GHG impacts in the same way as individual projects due to their scale. As such, the Project does not exceed an applicable regulatory threshold established by the SCAQMD and does not cause any significant, unmitigated impacts with regards to GHG emissions. Consequently, the Project is not required to obtain emission reduction credits – or carbon offsets – to qualify for implementation under CEQA.

Response to Comment 7-12

The building design features discussed in **Section 3.0** of the Draft EIS will be implemented as aspects of the Project. The language has been clarified in this Final EIS to reflect that the Project incorporated these features into its analysis of GHG emissions. This comment suggests mitigation measures that are discussed in the Draft EIS, such as passive solar achieved through building configuration (Draft EIS page 3.0-27), LED lighting installation (Draft EIS page 5.1-11), and stormwater retention/infiltration (Draft EIS page 5.5-11). Many of these measures are imposed on the Project as enforceable Mitigation Measures, as set forth in the Draft EIS at pages 5.6-32 through 5.6-35. The comment also mentions several Mitigation Measures that are clearly infeasible for the Project (i.e., wind turbines and solar panels in open spaces), reflecting a lack of familiarity with the design objectives discussed in the Draft EIS.

Contrary to the assertions made in this comment, a new Draft EIS is not warranted as no substantial changes to the Project have been identified. The purpose of this Final EIS is to update and clarify certain aspects of the Project analyses that raised questions during the public review period. The suggestion that the Project has significant GHG emissions is inappropriately founded upon a threshold that has not been adopted by the SCAQMD, and would not apply to the Project if it were adopted. As discussed

previously, the Project is comprised of several land uses and cannot be evaluated in the same manner as a small-scale, individual project.

Response to Comment 7-13

The Traffic Study prepared for the Project (**Appendix G** of the Draft EIS) utilized the Riverside County Transportation Analysis Model (RivTAM) to generate the Project's forecasted trip generation. This forecasted trip generation was used to evaluate Project-related impacts as discussed in **Section 5.14, Traffic and Transportation** in the EIS. With the incorporation of the applicable Mitigation Measures and Project Design Features, these potentially significant impacts on traffic are considered to be reduced to a level of less than significance. Pursuant to Section 21166 of the CEQA Guidelines, a supplemental EIR is required when substantial changes to a Project or its circumstances have occurred, or if new information that was not previously known has become available. The analysis in **Section 5.14** determined that the feasible Mitigation Measures proposed in the Draft EIS reduced all potentially significant impacts to less than significant. No new feasible Mitigation Measures have been proposed, nor has any new or substantially greater traffic impacts been identified. Therefore, a supplemental environmental document would not be needed.

Response to Comment 7-14

The Institute of Transportation Engineers (ITE) trip-generation rates for shopping centers were not used to determine the future horizon year 2035 daily traffic projections that would reflect traffic conditions upon full development of the Project. As stated in the Traffic Study (**Appendix G** of the Draft EIS) as well as thoroughly discussed in **Section 5.14**, the RivTAM was used by AFSHA Consulting, Inc. (a firm approved by Riverside County to modify RivTAM) to develop total traffic volume projections for the future horizon year 2035. RivTAM was used to ensure consistency with regional transportation modeling and to avoid the need for subjective assumptions regarding which trip-generation rates are appropriate and what percentage of the future site traffic would be pass-by trips and internal trips.

RivTAM is not a land use based transportation model and does not utilize ITE trip-generation rates for shopping centers or any other land uses. The trip generation component of RivTAM uses detailed socioeconomic input data for the Project Site, as well as multinomial nested logit vehicle availability model, census household classification models, cross-classification trip production models, and regression trip attraction models on household and North American Industry Classification System (NAICS) employment data to estimate total person trips, including non-motorized trips, divided into 14 trip types. The traffic analysis zones in RIVTAM reflect SCAG modeling by Census Tract. Base year and future land use forecasts provided by individual jurisdictions and Riverside County are used in developing the socio-economic input data required by RIVTAM. The 2035 SCAG population and

employment growth projections were allocated by area, based on the existing and proposed future land use forecasts identified by each city. Riverside County planners provided estimates for Tribal lands and unincorporated areas. RIVTAM reflects the transportation network shown in the approved general plans of the jurisdictions within the Coachella Valley. The socioeconomic input parameters used by RIVTAM for the Project Site are provided in Appendix 2 of the Traffic Study (**Appendix G** of the Draft EIS).

As discussed on page 5.14-17 in **Section 5.14** of the EIS and on page 4-12 of the Traffic Study (**Appendix G** of the Draft EIS), RIVTAM is approved by Riverside County and the members of the Coachella Valley Association of Governments (CVAG) as the regional source for future horizon year 2035 travel demand estimates. RIVTAM is intended for use for transportation planning purposes throughout Riverside County by all levels of governmental jurisdiction and by private entities and as a tool to determine the potential impacts of large development proposals, General Plan land use changes, and forecasting for Transportation projects. RIVTAM has been calibrated and validated for the entire six-county southern California region. Thus, the trip generation forecast that was utilized to evaluate the Project-related traffic impacts was based upon the numerous socio-economic parameters for each of the traffic analysis zones within the Project Site. Accordingly, the non-residential trips generated by the Project are based upon accurate and valid assumptions and a supplemental EIS is not warranted.

Response to Comment 7-15

Please refer to **Response to Comment 7-14**. RIVTAM was used to avoid the need for subjective assumptions regarding what percentage of the future site traffic would be internal trips. The traffic impact analysis discussed in **Section 5.14** in the EIS addressed all of the future year 2035 project-related external trips projected by RIVTAM. As discussed on page 5.14-19 in **Section 5.14** and page 4-5 in the Traffic Study, the internal capture rate between the proposed residential and non-residential uses on-site would be limited by the total number of residential trips. The residential trips for the Project represent approximately 14 percent of the total amount of trips generated by all the proposed uses, therefore, the conservative internal capture rate of 15 percent of residential trips was assumed for purposes of analysis. Accordingly, the traffic impact analysis, specifically the use of the internal capture rate of 15 percent, presented in **Section 5.14** and in the Traffic Study (**Appendix G** of the Draft EIS) addressed all of the future year 2035 Project-related external trips.

Response to Comment 7-16

Please refer to **Response to Comment 7-14**. As noted above, RIVTAM was used to avoid the need for subjective assumptions regarding what percentage of the future site traffic would be pass-by trips. The traffic impact analysis discussed in **Section 5.14** in the Draft EIS addressed all of the future year 2035 project-related external trips projected by RIVTAM. As discussed on page 5.14-20 in **Section 5.14** and

page 4-6 in the Traffic Study, pass-by trips will be attracted to the commercial uses in the Project Site from traffic passing the site on adjacent streets. While these pass-by trips would be turning in and out of the site access points, these trips would not be new trips on the roadway network. For this reason, these trips were deducted from the background traffic when the site traffic was assigned to the adjacent roadways. The proportion of pass-by trips has been found to decrease with the size of the shopping center. While very large shopping centers, those with more than a million square feet of gross leasable area, have been found to attract as little as 19 percent of their trips from passing traffic, small shopping centers, those with less than 100,000 square feet, have been found to attract between 51 and 72 percent of their trips from traffic passing on the adjacent roadways.³ The average pass-by rate for shopping centers is 34 percent.⁴ Depending on the type of commercial uses developed, up to approximately 25 percent of the commercial trips could come from pass-by traffic on the adjacent streets. Since the commercial uses anticipated on-site have not been established, a conservative pass-by rate of 15 percent was assumed. Accordingly, the traffic impact analysis, specifically the use of the pass-by rate of 15 percent, presented in **Section 5.14** and in the Traffic Study (**Appendix G** of the Draft EIS) addressed all of the future year 2035 Project-related external trips.

Response to Comment 7-17

Exhibit C of the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide⁵ includes a series of signalized intersection analysis input parameters. The final paragraph on Exhibit C states the following:

“Actual signal timing and peak hour factors should be collected in the field and utilized in the existing and near-term analyses... A peak hour factor of 1.0 shall be applied to buildout traffic conditions.”

As discussed on page 5.14-18 in **Section 5.14**, the peak hour factors determined from the peak hour traffic counts at the existing key intersection were assumed for the existing and year 2022 operational analyses. The traffic analysis used a peak hour factor of 1.0 for full development of the Project consistent with the input parameters specified by the Riverside Country Transportation Department. The higher peak hour factor reflects future conditions with heavier traffic volumes distributed more evenly during the peak hours.

3 Stover, Vergil G., Frank J. Koepke, *Transportation and Land Development* (Second Edition), ITE, (2002).

4 Institute of Transportation Engineers. *Trip Generation Handbook – An ITE Recommended Practices*, (March 2001), p. 48-57.

5 Riverside County Transportation Department, *Traffic Impact Analysis Preparation Guide*, (April 2008), Exhibit C, p. 16.

Response to Comment 7-18

The California Department of Transportation (Caltrans) is responsible for monitoring freeway performance and developing plans and strategies to address any deficiencies on State Highways and other State-operated facilities, as stated on page 5.14-28 of **Section 5.14** in the Draft EIS. Caltrans evaluates development projects of local and regional significance to determine if they will impact the State transportation system and works with lead agencies to develop potential mitigation measures. District 8 of Caltrans reviewed the Draft EIS and prepared comments in a letter dated January 15, 2015 (Comment Letter No. 3). Caltrans did not require a freeway segment analysis, a weaving section analysis, or a ramp analysis to be performed.

Caltrans typically requires an operational analysis of the intersections where interchange ramps terminate at arterials that provide access to I-10. **Section 5.14** of the Draft EIS included an operational analysis of the Project-related traffic impacts on the I-10 interchange at Bob Hope Drive and Ramon Road, identified as Intersections 1, 2, and 7. These three intersections represent the constraining component of the closest ramps that provide access to and from I-10 in both directions. All three ramps in the Existing with development of the Active Adult Community are projected to operate at LOS C or better during the AM and PM peak hours, as identified in **Table 5.14-6** in Section 5.14. All three ramps in the Existing with Full Project Development are projected to operate at LOS C or better during both peak hours, as identified in Table 5.14-8. Intersection 1 during the AM peak hour and Intersections 2 and 7 during both peak hours in the Year 2035 with Full Project Development are projected to operate at LOS B or better, as identified in **Table 5.14-12** in Section 5.14. Intersection 1 during the PM peak hour in the Year 2035 with Full Project Development is projected to operate at LOS D, as identified in **Table 5.14-12**. The eastbound ramps are projected to operate at LOS A during the peak hours, as shown in Table 5-5 on page 5-12 of the Traffic Study (**Appendix G** of the Draft EIS).

The I-10 Route Concept Fact Sheet is currently in the process of being updated by Caltrans and will identify the future right-of-way requirements and a design concept to accommodate buildout of the local general plans with a target of maintaining LOS E during the peak periods in the urbanizing areas and LOS C in the rural areas. If the design concept achieves the goal of accommodating buildout of the local general plans, it will accommodate the Project and all project alternatives at acceptable levels of service. The Project would generate less traffic than buildout per the adopted land use designations for the Project Site in the Riverside County General Plan and the Western Coachella Valley Area Plan. Maintaining these levels of service will achieve a reasonable balance between desired levels of mobility and forecasted traffic with consideration of development abutting rights of way and constrained financial transportation resources. Accordingly, the Project would operate within the LOS identified by

Caltrans for ramps along the I-10 during peak hours. No supplemental analysis would be required as no new significant impacts or substantially increased impacts were identified.

Response to Comment 7-19

LIUNA contracted an environmental firm, SWAPE, to evaluate the air quality analyses prepared for the Draft EIS. The SWAPE comments are attached to the LIUNA letter as **Exhibit A**. A portion of SWAPE's review was focused on the values used to characterize emissions associated with construction and operation of the Project in the California Emission Estimator Model ("CalEEMod"). The comment provides an overview of the variables that SWAPE identified as being incorrect or requiring revision. The CalEEMod input files were revisited and updates were made as appropriate to maintain consistency with the air quality assessment in the text of Section 5.2, **Air Quality** of the Draft EIS. Specific responses to SWAPE's comments and modifications to the CalEEMod input sheets are discussed in **Response to Comment 7-41**.

The comments provided by SWAPE relied upon analyses that suffered from several methodological errors and misrepresented air quality impacts from implementation of the Project. This Final EIS contains a discussion of supplemental modeling performed to address the assertions made by SWAPE. Upon incorporating the accurate and relevant comments into the updated analyses, no additional air quality impacts were identified associated with construction and operation of the Project. **Appendix 3.0** attached to this Final EIS provides technical documentation of the calculations utilized to arrive at this conclusion. A detailed discussion of the methodologies employed to respond to the SWAPE comments is provided in **Response to Comment 7-47**, **Response to Comment 7-48**, and **Response to Comment 7-49**.

Response to Comment 7-20

This comment claims that emissions of criteria air pollutants generated during construction and operation of the Project were not accurately quantified, and suggests that these emissions were not adequately abated using the Mitigation Measures identified in the Draft EIS. Extensive supplemental analyses were conducted to evaluate the SWAPE comments pertaining to emissions quantification. Updated CalEEMod development scenarios for the Active Adult Community, Tribal Planning Areas, and the Combined Scenario were processed. Results of the supplemental assessment for the Final EIS determined that the SWAPE comments lacked validity regarding determination of significance for air quality impacts. Findings and conclusions of the Final EIS air quality assessment are presented in **Response to Comment 7-49**.

The Draft EIS provides an extensive array of Project Design Features and Mitigation Measures to reduce emissions of criteria air pollutants and greenhouse gases. The comment does not make any effort to determine whether or not the recommended Mitigation Measures are feasibly applicable to the Project.

In fact, several of the mitigation measures suggested in the comment have already been incorporated into the Project, such as improved bicycle lanes (Draft EIS pp. 5.9-12, 5.9-14, 5.9-17, 5.9-19, 5.9-23) and low VOC paints (Draft EIS pages 3.0-30, 5.2-25). Additional Mitigation Measures presented in Section 3.0, Project Description of the Draft EIS include, but are not limited to:

- Energy Star appliances;
- Electric car charging stations;
- Solar roofing;
- Solar water heating; and
- Passive solar configuration.

It appears that the reviewer did not account for many of the Mitigation Measures that are already incorporated into the Project. The Mitigation Measures discussed in the Draft EIS are reiterated several times throughout this Final EIS. The Mitigation Measures remain adequate and reduce Project emissions of criteria air pollutants and GHGs to the maximum extent feasible.

Response to Comment 7-21

This comment erroneously claims that the Draft EIS did not calculate emissions of Toxic Air Contaminants (TACs) that will be generated during Project construction. Diesel particulate matter (DPM) is the primary TAC released in the exhaust of construction equipment. The CalEEMod – developed by the California Air Resources Board and the California Air Pollution Control Officer’s Association – produces estimates of CAP and GHG emissions for land use development projects. One of the chemicals that are quantified is DPM from construction equipment. Emissions of DPM for the Active Adult Community, Tribal Planning Areas, and the Combined Scenario were presented in **Appendix B** to the Draft EIS. This comment is incorrect in asserting that TAC emissions were not calculated in the Draft EIS.

Updated emissions estimates for the Active Adult Community, Tribal Planning Areas, and Combined Scenario were processed in CalEEMod for this Final EIS, and are attached as Appendix 3.0. Estimates of DPM emissions were used to prepare a screening health risk assessment (HRA) for nearby residential receptors during Project construction in accordance with SCAQMD and California Air Pollution Control Officers Association (CAPCOA) guidance. The United States Environmental Protection Agency (USEPA) promulgates the AERSCREEN software as the preferred screening air dispersion model; AERSCREEN was used to simulate maximum reasonable concentrations of DPM at off-site receptor locations during Project construction. The modeled concentrations were used to calculate cancer risks to adults, children, and infants living in the vicinity of the Project. The cancer risks to adults, children, and infants calculated in this supplemental screening HRA were 0.69 in one million, 3.85 in one million, and 6.53 in one million,

respectively. The SCAQMD threshold of significance for cancer risk to an individual is 10.0 in one million, therefore the Project will not pose significant cancer risks to nearby residents. A thorough discussion of the Final EIS HRA formulation is presented in **Response to Comment 7-47**, **Response to Comment 7-48**, and **Response to Comment 7-49**.

SWAPE's calculations were reviewed and it was determined that the methodology suffered from several flaws, as discussed in **Response to Comment 7-47**, rendering the results unreliable. The comment is unfounded in its assertions and does not accurately reflect cancer risks posed by implementation of the Project.

Response to Comment 7-22

The potential impacts to sensitive plant and animal species was analyzed in **Section 5.3, Biological Resources** of the Draft EIS. As discussed on page 5.3-11 in Section 5.3 of the Draft EIS, two habitat conservation plans (HCPs) have been prepared in the Coachella Valley. The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) addresses approximately 1.2 million acres in the Coachella Valley and the surrounding mountains. Because approximately 69,000 acres of Indian reservation lands are not included in the CVMSHCP area the acreage covered by the plan is about 1.1 million acres. The Agua Caliente Tribal Habitat Conservation Plan (THCP) addresses approximately 31,500 acres of land within the Reservation.

The THCP establishes conservation areas to be dedicated as habitat preserves which would be managed in perpetuity for the conservation of covered species. The habitat preserve would be assembled through land dedications, restrictions, or conditions on covered projects through the adoption of development standards, assessment of fees, and other mitigation measures to ensure the covered projects are approved consistent with the THCP. The Tribe is currently collecting mitigation fees to be used to purchase conservation lands to implement the THCP.

As identified in **Section 5.3**, Mitigation Measure **MM 5.3-1** will require payment of the THCP that will be collected to purchase conservation lands to implement the THCP. Mitigation Measure **MM 5.3-2** follows the US Fish and Wildlife Service (USFWS) protocols to ensure that an incidental take does not occur to a burrowing owl. Mitigation Measure **MM 5.3-3** requires breeding surveys to be conducted prior to construction to ensure that no impacts or a take does not occur to a Loggerhead shrike. These Mitigation Measures are required to be implemented prior to construction activities to ensure that no significant impacts will occur to sensitive plant and wildlife species within the Project Site, and therefore, do not defer measures to a later date. Accordingly, the Project will result in less than significant impacts to biological resources. Please also see the responses to Comment Letter No. 8 regarding the analysis and mitigation of impacts to biological resources.

Response to Comment 7-23

While this EIS follows the structure of CEQA, this EIS is prepared in accordance with TEPA with the Tribe serving as the appropriate lead agency. Pursuant to Section 15088.5 of the CEQA Guidelines, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public review and before certification. The lead agency must provide notice of the recirculation of the EIR pursuant to Section 21092 of the CEQA Guidelines. Potentially significant impacts related to air contaminants, criteria air pollutants, and greenhouse gases have been analyzed in compliance with CEQA within **Section 5.2** and **Section 5.6** in this Draft EIS. The Project's potentially significant traffic impacts are analyzing in compliance with CEQA within **Section 5.14** in this Draft EIS. Based on comments received on the Draft EIS, the Final EIS provides additional information to clarify the analysis presented in the Draft EIS. Any revisions or clarifications in the text of the Draft EIS can be found in **Section 3.0** of the Final EIS. As presented in this Final EIS, no new significant environmental impact would result from the Project nor is a new mitigation measure proposed to be implemented as a result of the comments received. As clarified for air quality, greenhouse gas, biological resources, and traffic analysis, no substantial increase in the severity of an impact would occur nor was a feasible alternative or mitigation measure considerably different from others previously analyzed to lessen significant environmental air quality impacts identified for the Project. As discussed in the EIS, all analysis presented herein was based on facts provided by technical experts and on available research to support the identified environmental impacts. No new significant information has been added to this EIS nor has any new information become available that was previously unknown; therefore, the recirculation of a supplemental EIS is not required to further address these particular impacts.

Response to Comment 7-24

The comment is noted and will be reviewed by the Tribal Council in their consideration of the Record of Decision for the Project.

Response to Comment 7-25

This comment identifies a conclusion of the SWAPE reviewer that emissions of criteria air pollutants generated by construction and operation of the Project are not adequately mitigated. The comment is expanded upon within subsequent comments in the letter. Responses have been prepared to elaborate and clarify information regarding characterization and mitigation of criteria air pollutants from construction and operation of the Project in successive responses. As set forth in these responses, the Draft and Final EIS do adequately disclose, evaluate and mitigate construction and operational criteria air pollutants to the maximum extent feasible.

Response to Comment 7-26

This comment suggests that the Draft EIS did not properly evaluate potential health risks to nearby sensitive receptors that may result from using diesel-fueled heavy equipment during Project construction. Estimates of diesel particulate matter (DPM) emissions are provided in the CalEEMod output files in **Appendix B** of the Draft EIS along with criteria air pollutants and GHG for construction and operation of the Project. To address comments received from LIUNA and SWAPE, certain parameters input to CalEEMod were updated to ensure consistency with the analyses discussed in the Draft EIS. **Section 5.2** on page 5.2-42 provides a discussion of potential toxic air contaminant impacts on residents within the Project Site. The updated CalEEMod files are attached to this Final EIS as **Appendix 3.0**. Updates to **Section 5.2** are provided in **Section 3.0** of this Final EIS.

Emissions of DPM from construction equipment would be spread out over the course of 18 years between construction of the Active Adult Community and the Tribal Planning Areas. Furthermore, the Draft EIS identifies that Tier 4 interim diesel equipment will be used to substantially reduce atmospheric releases of DPM during construction of the Project. To further elaborate on the analysis presented in the EIS, the CalEEMod output files were revised to clarify that estimates of exhaust DPM emissions during construction, and the revised results confirm that the Project would not result in significant impacts to residents surrounding the Project Site. To clarify, the CalEEMod output files were utilized to prepare a screening HRA. Subsequent responses, and **Response to Comment 7-49**, provide a more elaborate discussion of potential DPM impacts to nearby sensitive receptors.

Estimates of DPM emissions from construction equipment were extracted from the updated CalEEMod output files, attached to this Final EIS as **Appendix 3.0**. As a conservative approach, and following SWAPE's recommendation, equipment usage counts were doubled for the Tribal Planning Areas construction to account for the potential shortening of the construction schedule. An emission rate was calculated for each year of construction based on maximum daily emissions of DPM during that year. Each emission rate was plugged in to AERSCREEN, the screening-level air dispersion model promulgated for regulatory purposes by the United States Environmental Protection Agency (USEPA).

The model produced maximum single-hour concentrations of DPM at downwind distances of sensitive receptors, which were converted to approximate maximum annual concentrations using a 10 percent scaling factor. Cancer risks were calculated for adult, child, and infantile exposures to the modeled concentrations. Over the consolidated 6.73 years of Combined Scenario construction, cancer risks to adult, child, and infant receptors were approximately 0.69 in one million, 3.85 in one million, and 6.53 in one million, respectively. The SCAQMD threshold of significance for cancer risk is 10 in one million. Results of the screening HRA concluded that no new significant air quality impacts will occur to sensitive receptors from Project construction. Accordingly, impacts will remain less than significant.

Response to Comment 7-27

The Draft EIS provides an extensive discussion of Project Design Features and Mitigation Measures that will be implemented to reduce energy consumption and emissions of GHGs. Project Design Features are addressed in **Section 5.2**, on pages 5.2-25 to 5.2-26, and in Section 5.6 on pages 5.6-21 to 5.6-22. These PDFs and Mitigation Measures substantially reduce the Project's environmental impacts associated with GHG emissions. Please also see **Responses to Comments 7-7** through **7-12**, above, regarding the GHG emissions analysis in the Draft EIS.

The comment suggests that the BAU scenario defined for the Project in the Draft EIS was improperly characterized. The comment does not acknowledge or reference the approved and adopted 2012 Riverside County Climate Action Plan (CAP). The 2012 CAP provides a methodology for determining whether or not implementation of a project will result in significant air quality impacts. As originally discussed in **Response to Comment 7-7**, SCAQMD unofficially recommended a 3,000 MTCO₂e screening threshold for individual projects. This screening criterion was incorporated into the 2012 CAP, but does not apply to large scale developments such as the Project. For those projects exceeding the 3,000 MTCO₂e screening criterion, or those that are too large to evaluate against a simple metric, the 2012 CAP offers the following alternative for GHG emission quantification in unincorporated areas of the county to demonstrate compliance with AB 32:

Analysis of development projects not using the screening tables should use the latest version of the California Emission Estimator Model (CalEEMod). Two modeling runs should be completed. The first modeling run calculates GHG emissions at 2011 levels of efficiency using energy efficiency standards (Title 24) and the California Air Resources Board on road vehicle emissions factors (EMFAC2012) set at 2011. A second modeling run is required that calculates GHG emissions at Project buildout year levels of efficiency and includes Project design features and/or mitigation measures to reduce GHG emissions such that the levels of efficiency result in a 25% reduction of GHG emissions compared to the model run using the 2011 levels of efficiency.

The 2012 CAP identifies 2011 as the BAU year that emission reduction strategies should be compared against. The baseline is defined by 2011 GHG emissions that are not reduced beyond Title 24 levels, as this was the regulatory framework for GHG emissions mitigation when the 2012 CAP was prepared. Updated CalEEMod runs were processed for the 2011 Combined Scenario without mitigation beyond Title 24. The Draft EIS BAU scenario was conducted using a 2022 operational baseline as a conservative approach. Incorporating the 2011 baseline, as recommended by the 2012 CAP, actually increases the unmitigated BAU annual estimate from 82,065.58 MTCO₂e per year – as stated on page 5.6-29 of the Draft EIS – to 96,236.10 MTCO₂e per year based on the less recent CARB emission factors. The comment

is erroneous in its interpretation of the Project BAU scenario, and the Draft EIS was overly conservative in using 2022 as the operational baseline.

The updated CalEEMod runs completed to supplement the Final EIS calculated that annual emissions of GHGs from the Combined Scenario after mitigation would be 46,481.27 MTCO_{2e}. The 2012 CAP requires that a 25 percent reduction compared to the 2011 emissions be achieved through implementation of mitigation measures. The total annual 2011 Combined Scenario emissions are 96,236.10 MTCO_{2e} per year. Comparing the updated Final EIS operational GHG annual emissions (46,481.27 MTCO_{2e}/year) to the 2011 scenario as recommended per the 2012 CAP guidance, mitigation measures for the Project will achieve a reduction of approximately 52 percent in GHG emissions. This value is more than double the required 25 percent stated in the 2012 CAP, and no further consideration of mitigation measures is required.

Response to Comment 7-28

This Final EIS was prepared to address comments received on the Draft EIS, in accordance with TEPA. Clarifications and updates presented in the Final EIS do not represent significant new information regarding environmental impacts of the Project. Because the EIS has been prepared in accordance with both TEPA and CEQA, CEQA Guidelines 15088.5 states when a Draft EIS must be recirculated and only if significant new information is added, such as:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it;
4. The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

None of these conditions apply to the Project with regards to air quality and greenhouse gases. Information in the Final EIS has been updated to clarify information provided in the Draft EIS. Accordingly, the Draft EIS does not need to be required to be recirculated prior to Project approval. As discussed in the **Responses to Comment 7-5** above, if and when a lead agency under CEQA proposes to take any action on the Project, that agency will need to independently determine the adequacy of the

existing environmental review under CEQA, including whether the Final EIS needs further revisions and/or recirculation.

Response to Comment 7-29

This comment refers to the air pollutants that will exceed applicable South Coast Air Quality Management District (SCAQMD) emissions thresholds of significance during construction and operation of the Project, and suggests that additional mitigation measures available that should be incorporated into the Project. All feasible mitigation measures have been identified and, as determined in *San Diego Citizenry Group v. County of San Diego* (Aug. 26, 2013) 219 Cal.App.4th 1, not every infeasible mitigation measure is required to be discussed. Furthermore, Section 21002 of the CEQA Guidelines states a project should not be approved if there are feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects. The Project identified feasible mitigation to reduce air quality impacts during construction and operation. Implementation of the suggested measures identified in **Comment 7-31** would not substantially reduce these significant air quality impacts.

The definition of feasible, per Section 21061.1 of the CEQA Guidelines, means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Response to Comment 7-30

The comment correctly identifies the mitigation measures to reduce significant construction and operational VOC impacts. The Draft EIS did identify significant VOC impacts during construction of the Tribal Planning Area and Combined Project (Active Adult Community and Tribal Planning Area) scenarios. The VOC emissions during construction of the Tribal Planning Areas would be 126.21 pounds per day, 51.21 pounds per day over the SCAQMD construction threshold of 75 pounds per day for VOC. The VOC emissions during construction of the Combined Project would be 278.94 pounds per day, 203.94 pounds per day over the SCAQMD construction threshold. The reported construction emissions in **Section 5.2** included reductions from Project Design Features, SCAQMD regulations, and the identified Mitigation Measures to reduce the significant impacts to the extent feasible.

Response to Comment 7-31

As discussed in **Response to Comment 7-29** and **7-30**, the identified VOC emissions during the construction phases for the Tribal Planning Area and the Combined Scenarios included incorporation of Project Design Features, compliance with SCAQMD regulations, and reductions from the identified

Mitigation Measures. VOC emissions during operation for all three scenarios included all Project Design Features, compliance with regulations, and reductions from Mitigation Measures.

The commenter identified three other mitigation measures to reduce VOC emissions. The use of zero VOC paint, construct buildings that do not require paint, and require the use of spray equipment with greater transfer efficiencies.

Project Design Feature PDF 5.2-5 indicates that the Project construction contractor will be required to use low and zero VOC paints, finishes, adhesives, caulks, and other substances to improve indoor air quality and reduce the harmful health effects of off-gassing. Mitigation Measure **MM 5.2-1** requires the use of paint with VOC emissions below the required 50 grams per Liter SCAQMD requirement; a minimum transfer efficiency of at least 50 percent for high-pressure, low-volume paint applicators by construction contractors; utilize construction and building materials that do not require painting; and prepainted materials. As discussed in Response to Comment 7-30, implementation of mitigation still resulted in exceedance of SCAQMD thresholds by a minimum of 51.21 pounds per day under the Tribal Planning Area construction scenario and a minimum of 203.94 pounds per day under the combined construction scenario. As discussed in **Section 5.2** on page 5.2-46, the precise quantification of VOC emission reductions cannot be determined accurately as it cannot be determined precisely how much prepainted construction materials and materials that require no painting will be used in the development of the Project. Under the assumption that the identified mitigation measures reduce construction VOC emissions by a maximum of 30 pounds per day, the Tribal Planning Areas would still exceed the 75 pound per day VOC standard during construction by 20 pounds per day. The Project would continue to result in significant VOC impacts during construction for the Tribal Planning Area and Combined Project scenarios, with the incorporation of Project Design Features PDF 5.2-5 and implementation of Mitigation Measures **MM 5.2-2** and **MM 5.6-10**.

Response to Comment 7-32

The commenter incorrectly quotes information in the Draft EIS. The commenter indicates that the Draft EIS “claims no feasible Mitigation Measures are available to reduce...operational...NOx...emissions below SCAQMD regional thresholds (p. 5.3-2)”. First, Section 5.2, Air Quality, of the Draft EIS included the discussion on the environmental setting, applicable regulations, potential impacts, and mitigation to reduce impacts on air quality to less than significant. Second, Mitigation Measures have been identified to reduce NOx, specifically Mitigation Measures **MM 5.2-2** that will require construction equipment to utilize Tier 4 engines or better during construction and Mitigation Measures **MM 5.6-10** that will require the use of employment based trip and vehicle miles traveled policies for the use of alternative transportation to reduce operational NOx emissions.

The commenter indicates that the Draft EIS states that the Project “implements all feasible mitigation measures and complies with all applicable SCAQMD Rules directed toward reduction of NOx emissions,” and that “no feasible mitigation measures exist that would further substantively reduce these emissions” (p. 4.3-32). First, Section 4.0, Environmental Setting is 22 pages in length, so page 4.3-32 does not exist. Second, Section 5.2 does not contain the quoted sentence identified above or in this comment. The Draft EIS does acknowledge that operational NOx emissions would exceed SCAQMD thresholds. Mitigation Measures were identified to reduce NOx emissions during all construction scenarios to below the SCAQMD threshold of 100 pounds per day. Mitigation Measures were also identified to reduce operation related NOx emissions to the extent feasible. However, the operational emissions for the Tribal Planning Area and Combined Project scenarios continued to exceed SCAQMD thresholds by 119.8 pounds per day and 206.2 pounds per day, respectively.

Response to Comment 7-33

The recommended measures identified by the commenter have been included in the Draft EIS. As identified in **Section 3.0, Project Description** in **Figure 3.0-9, Existing and Conceptual Public Transportation System Plan**, there are 4 identified SunLine bus stops located adjacent to the Project Site near the intersection of Bob Hope Drive and Ramon Road and Bob Hope Drive and Dinah Shore Drive. As part of the Project, two new bus stops will be proposed near the Ramon Road and Los Alamos Road intersection to provide residents and employees increased access to public transportation. Three future neighborhood circulator stops will also be incorporated within the Project Site to provide residents and employees to public transportation. Additionally, Mitigation Measures **MM 5.6-10** requires project proponents to offer services to encourage the use of alternative transportation. Greenhouse gas emissions were found to be less than significant with incorporation of Project Design Features and implementation of Mitigation Measures, as discussed in **Section 5.6**.

As identified in **Section 3.0**, in **Figure 3.0-5, Conceptual Open Space Plan**, the interior of the Project Site will include a pedestrian trail connection between the Active Adult Community (Planning Area 8) and the Tribal Planning Areas (Planning Areas 1 through 7). Furthermore, **Figure 3.0-8, Conceptual Pedestrian and Alternative Vehicle Circulation Plan**, identifies numerous pedestrian, bicycle paths, and golf cart paths within the interior of the Project Site. As shown in **Figure 3.0-8**, on-street neighborhood electric vehicle (NEV) paths have been identified bisecting the Active Adult Community, as well as providing connections to all Planning Areas within the Tribal Planning Area along the internal roadways. Sidewalks and bicycle paths have also been identified along major roadways within the Project Site. A pedestrian trail is also proposed to provide access by residents to the Tribal Planning Areas along the boundary of the Active Adult Community. Greenhouse gas emissions were found to be less than significant with

incorporation of Project Design Features and implementation of Mitigation Measures, as discussed in **Section 5.6**.

Response to Comment 7-34

The CEQA and Federal Conformity Guidelines referenced in this comment were prepared in August 2011 by the Antelope Valley Air Quality Management District (AVAQMD), whose jurisdiction is limited to a northern desert portion of Los Angeles County. The Project Site, comprised of the Active Adult Community (identified as Planning Area 8 in **Section 3.0**) and the Tribal Planning Areas (identified as Planning Areas 1 through 7 in **Section 3.0**), is located in the Coachella Valley, which falls under the jurisdiction of the SCAQMD. Please note that the Tribe is not subject to the rules and regulations of SCAQMD, but for purposes of analysis, has utilized the SCAQMD guidance for the Draft EIS. While consideration of guidelines formulated by other air districts can aid in the preparation of air quality assessments, conformance with those air quality guidelines is not required and could potentially create a risk of inconsistencies with the applicable guidance. The air quality and greenhouse gas analyses presented in the Draft EIS were prepared in accordance with the SCAQMD Air Quality Handbook, the SCAQMD Rule Book, and applicable regulations for mitigating emissions.

The comment suggests that the Draft EIS did not adequately address the data values that were used to estimate emissions from construction and operation of the Project. The CalEEMod is the preferred regulatory model promulgated by the California Air Resources Board (CARB) and the California Air Pollution Control Officers Association (CAPCOA) for estimating emissions from land use development projects. The model is designed to accept user-input data describing project-specific characteristics, and relies upon default data derived through a survey of facilities in California to generate estimated emissions of CAPs, ozone precursors (oxides of nitrogen and volatile organic compounds), and GHGs associated with construction and operational phases of implementing a proposed project. When project-specific data is not available, CalEEMod utilizes default values to characterize emissions from phases of construction, associated vehicle trips, and operational emissions from mobile, area, and stationary sources.

The CalEEMod run that was prepared for the Draft EIS (in Appendix B) did not rely upon unsubstantiated assumptions, as the comment suggests. Each user-input value was selected based on correspondence with the Applicant and Project-specific parameters determined through the air quality analyses. The CalEEMod program automatically fills in data corresponding to user-input information for land uses within the project. Modification of the default values filled in by the model are shown on pages five to eight of **Appendix B** of the Draft EIS. Each of the values that was changed was discussed in **Section 5.2** starting on page 5.2-21 of the Draft EIS. There were no instances where a value was modified from the

default provided by the model unless specified in the text of the Draft EIS or denoted in the CalEEMod remarks. Specific parameters are discussed in the following responses.

Response to Comment 7-35

The focus of this comment refers to the acreage of the site that will be graded during construction of the Project Site. The total acreage of the site upon which the Project will be developed is approximately 577 acres, and the entirety of the site will be graded during the construction phase of the Project. The text of the Draft EIS is consistent in its designation of the area to be graded (see page 5.2-23 and 5.2-24 in **Section 5.2**). However, based on the user-defined land use inputs, CalEEMod assigned a default value of 450 acres for grading. This value remained unchanged as it did not appear within the list of value modifications in Appendix B to the Draft EIS. An updated CalEEMod run was prepared to address the total site acreage to be graded, and the default value of 450 acres was updated to 577 acres to comply with the description of the Project in the Draft EIS. A thorough discussion of the updated modeling results is presented in subsequent responses. As discussed in **Response to Comment 7-37** refinement of the model to include 577 acres of grading area did not substantially increase on-site fugitive dust emissions. No additional air quality impacts were identified with the updated value input into the CalEEMod model.

Response to Comment 7-36

This comment refers to the number of construction worker trips that will be required during the utilities trenching phase of constructing the Project. The comment identifies a discrepancy between the value given in the text of the Draft EIS (page 5.2 -23 in **Section 5.2**) and the default number of worker trips generated by CalEEMod (**Appendix B** to the Draft EIS, page 15). The value was updated and an updated CalEEMod run was prepared, as discussed in **Response to Comment 7-35**. The amendment resulted in a total addition of approximately 600 worker trips over five and a half months of trenching activities. The change in the input value did not generate a substantial increase to estimated emissions from trenching activities or significant impacts related to air quality. The results of the updated analysis are more extensively discussed in ensuing responses, and no additional consideration of mitigation measures is warranted.

Response to Comment 7-37

User-defined equipment lists were prepared for the Active Adult Community, and for the Tribal Planning Areas, and Combined CalEEMod scenarios in the Draft EIS. The comment has been considered and updated CalEEMod runs, as mentioned above, were prepared for the Active Adult Community, Tribal Planning Areas, and Combined scenarios. Results of the revised modeling scenarios are more comprehensively discussed in **Response to Comment 7-41**, and the output files are provided in

Appendix 3.0 to this Final EIS. As a conservative approach, the two equipment lists for the Active Adult Community Trenching and Combined Scenario Trenching were merged and duplicate pieces of equipment were removed. **Table 1, Updated Trenching Equipment List and Usage Rates**, identifies the equipment and usage rates that were incorporated into the updated CalEEMod runs, as well as the estimates of total daily emissions for the two scenarios. Ultimately, a Signal Board and a Trencher were added to the Combined Scenario list from the Draft EIS CalEEMod runs (**Appendix B** to the Draft EIS).

Table 1
Updated Trenching Equipment List and Usage Rates

Equipment Type	Draft EIS	Draft EIS	Draft EIS	Draft EIS	Final EIS	Final EIS
	Active Adult Count	Active Adult Usage Hours	Draft EIS Combined Count	Combined Usage Hours	Final EIS Trenching Count	Final EIS Trenching Usage Hours*
Air Compressor	0	N/A	1	6.0	1	6.0
Forklift	1	4.0	4	4.0	1	8.0
Generator Set	0	N/A	1	8.0	1	8.0
Off-Highway Trucks	2	8.0	2	8.0	2	8.0
Signal Board	1	8.0	0	N/A	1	8.0
Tractors/Loaders/Backhoes	0	N/A	3	7.0	3	7.0
Trencher	1	6.0	0	N/A	1	6.0
Welder	1	4.0	1	4.0	1	4.0

*Usage hours for Combined FEIS CalEEMod emissions modeling were all set to 8 for maximum emissions scenario.

Trenching emissions were included in both the Active Adult Community and Combined Scenarios for the updated Final EIS CalEEMod runs. As noted in the Table 1, for the Combined Scenario, all equipment was assumed to be operating for eight hours per day to maximize emissions estimates during this phase of construction. The emissions estimates during the 2016 Trenching and Grading phase for the Draft EIS Active Adult Community and Combined Scenarios, Final EIS Active Adult Community and Combined Scenarios, and the incremental increases based on updated inventory data are presented in **Table 2, Comparison of Maximum Daily Air Pollutant Emissions during 2016 Trenching/Grading**.

Table 2
Comparison of Maximum Daily Air Pollutant Emissions during 2016 Trenching/Grading

Scenario	Pollutant (pounds/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
DEIS Active Adult Comm.	1.64	29.72	57.03	0.10	3.48	1.53
FEIS Active Adult Comm.	2.04	37.544	70.08	0.12	3.82	1.62
Incremental Increase	0.40	7.82	13.05	0.02	0.34	0.09
SCAQMD Threshold	75	100	550	150	150	55
FEIS Exceeds?	No	No	No	No	No	No
DEIS Combined	2.00	37.03	68.28	0.11	3.79	1.65
FEIS Combined	2.66	42.84	73.30	0.12	4.21	1.98
Incremental Increase	0.66	5.81	5.02	0.01	0.42	0.33
SCQMD Threshold	75	100	550	150	150	55
FEIS Exceeds?	No	No	No	No	No	No

The updated CalEEMod emissions were incorporated into the remainder of the analysis for the Final EIS air quality assessment. Results of the updated Final EIS analysis for the Trenching emissions demonstrate that no significant incremental increases occurred through the merging of construction equipment inventories for the previously defined Draft EIS Active Adult Community and Combined Scenarios. The updated emissions estimates do not exceed the SCAQMD construction thresholds of significance for any of the criteria pollutants, and therefore the conclusions of the analysis have not changed. Therefore, the identified significant VOC air quality impacts during construction would remain significant and the incremental increase in construction emissions for NOx, CO, SOx, PM10, and PM2.5 would remain less than significant.

Response to Comment 7-38

As stated throughout the Draft EIS and in Table 2-1 of the Traffic Study (**Appendix G** to the Draft EIS), the total maximum population that the completed Project will accommodate is 4,331 individuals. This is based on the assumption that the overall Project population density would not exceed 1.8 persons/household with 2,406 total dwelling units, and was the population used in deriving traffic study circulation projections. The traffic study circulation projections were manually input to CalEEMod for operational vehicle trips to reflect the most accurate representation of future traffic conditions. Therefore, the population values presented in the land use table in the CalEEMod output files are not directly tied to the estimates for vehicle trips, which are based on the traffic study.

The reviewer suggests that population values in CalEEMod were underestimated and references a Remark in the CalEEMod output files. The CalEEMod files were prepared in July 2014, prior to receipt of the final Traffic Study for the Project. The population estimates in the Draft EIS CalEEMod files included 2,340 for the Active Adult Community and 2,028 for the Tribal Planning Areas, as shown in **Appendix B**

to the Draft EIS, for a total population of 4,368. This value is greater than the maximum anticipated population of 4,331, and therefore the CalEEMod population was overstated relative to the actual Project specifications derived from the Traffic Study (**Appendix G** to the Draft EIS).

The comment recommends that the CalEEMod population estimates be updated to reflect the Remark that population for each housing type was calculated by multiplying the number of dwelling units by a factor of 1.95. The Remark was denoted prior to receipt of the final Traffic Study, wherein it was denoted that the total Project population density would not exceed 1.8. As discussed in **Section 5.11.B.2** of the Draft EIS, the Active Adult Community would accommodate up to 2,160 new residents, and the Tribal Planning Areas would house up to 2,171 inhabitants, for a total of 4,331. These numbers have replaced the previous population values of 2,352 and 2,028, respectively, in the updated CalEEMod runs attached to the Final EIS as **Appendix 3.0**. The vehicle trips and energy use calculations relied upon these population values, and therefore the updated information has no effect on the emission estimation for operational sources in CalEEMod.

Response to Comment 7-39

This comment addresses the characterization of construction equipment usage for the Combined Scenario in the Draft EIS. The reviewer asserts that because the duration of the Tribal Planning Areas construction period was shortened by approximately half to be concurrent with the Active Adult Community development, the number of equipment should have been doubled, citing a Sacramento Metropolitan Air Quality Management District (SMAQMD) document. As discussed previously, the Project is located in the Coachella Valley and falls under the jurisdiction of the SCAQMD. Guidelines and regulations set forth by other air districts are not directly applicable to the Project under CEQA. However, the assertion is conceptually sound and has been incorporated into the updated CalEEMod emissions estimates provided with the Final EIS as **Appendix 3.0**. To be overly conservative, it was assumed that all construction equipment would be operating for eight hours each day under the Combined Scenario. The equipment inventory for the Building Construction and Architectural Coating phases were doubled, and the schedule of construction phases was preserved from the original Active Adult Community and Combined Scenarios. A thorough discussion of the parameters that were updated for the Final EIS supplemental CalEEMod scenarios is presented in **Response to Comment 7-41**.

Response to Comment 7-40

As mentioned on pages 5.2-23 and 5.2-24 of the Draft EIS, it is anticipated that all off-site travel during construction will take place on paved roads. The Project is bounded by paved roads on all sides: Ramon Road to the north, Bob Hope Drive to the east, Dinah Shore Drive to the south, and Los Alamos Road to the west. All construction worker, vendor, and hauling trips are expected to access the site via one of

these existing roadways. On-site fugitive dust emissions are automatically incorporated into the CalEEMod estimates; changing the percentage of travel on paved roads only affects off-site fugitive emissions calculations. The comment suggests that assuming 100 percent travel on paved roads was unrealistic. Appendix D to the CalEEMod user guide provides default values for paved road travel. Within SCAQMD, paved road travel is assumed to be 100 percent. Additionally, at the county level, paved road travel is assumed to be 100 percent by default for all of Riverside County. There is no legitimate reason to assume that off-site construction traffic would be traversing unpaved roads, and this default value remained unchanged in the updated CalEEMod runs prepared for the Final EIS.

Response to Comment 7-41

Updated CalEEMod runs were prepared to address the assertions within this comment regarding grading acreage, construction equipment usage, and population data. **Table 3, Parameters Updated for Final EIS CalEEMod Runs**, provides an overview of the parameters that were updated based on comments and review of the Draft EIS text. Each value selected for the updated CalEEMod runs is justified with a description in the final column of the table, citing either text in the Draft EIS or an alternative reference value.

Table 3
Parameters Updated for Final EIS CalEEMod Runs

Parameter	DEIS Value	LIUNA Value	FEIS Value	Citation/Justification
Grading Acreage	450	577	577	Entire Project Site will be graded; Default CalEEMod value replaced.
Active Adult Community Population	2,340	N/A	2,160	Updated CalEEMod input value to match text of DEIS (p. 5.11-5).
Tribal Planning Areas Population	2,028	2,352	2,171	Updated CalEEMod input value to match text of DEIS (p. 5.11-5).
Trenching Worker Trips	15	20	20	Updated CalEEMod input value to match text of DEIS (pp. 5.2-23, 5.2-24).
Combined Scenario Tribal Planning Areas Equipment Counts	Single	Double	Double	Tribal Planning Area equipment counts were doubled for the Combined Scenario and all usage rates were set to 8 hours to maximize emissions.

Incorporating the updates mentioned above, CalEEMod runs were processed and model outputs were evaluated against SCAQMD thresholds for the Active Adult Community, Tribal Planning Areas, and Combined Scenarios. As discussed in **Response to Comment 7-40**, the percentage of paved roads upon

which workers would be traveling to the site remained unchanged at 100%. This value is consistent with the default data tables provided in Appendix D to the CalEEMod User's Guide and with existing surface street conditions surrounding the Project Site. There is no evidence to suggest that off-site construction worker travel would occur on unpaved roads, as the commenter suggests.

The updated CalEEMod runs are attached to this Final EIS as **Appendix 3.0**. When comparing the updated emissions estimates to those presented in **Section 5.2** of the Draft EIS (Tables 5.2-6 to 5.2-11, pages 5.2-30 to 5.2-37), no additional instances of exceeding SCAQMD thresholds of significance were incurred by revising the input values. The estimates calculated by the reviewer are not representative of anticipated construction emissions for particulate matter due to the assumption regarding percentage of paved roads. The tables in **Section 3.0** of this Final EIS display the updated CalEEMod emissions estimates for the Active Adult Community, Tribal Planning Areas, and Combined Scenarios.

As evidenced by the emissions estimates in the tables on pages 3.0-3 through 3.0-6, the updated parameters for Project construction and operation did not result in any additional significant air quality impacts. No new Mitigation Measures are required based on the updated emissions estimates. The estimates prepared by the reviewer are not as accurately representative of Project conditions, as they overestimate fugitive dust generation from construction activities. As described in the Draft EIS, implementation of Mitigation Measures **MM 5.2-1** and **MM 5.2-2** will reduce emissions to the maximum extent feasible, but significant and unavoidable air quality impacts previously disclosed in the Draft EIS will remain.

Response to Comment 7-42

This comment relies on inaccurately calculated emissions estimates to assert that implementation of the Project will result in additional cumulatively considerable air quality impacts relative to those disclosed in the Draft EIS (page 5.2-38). The CEQA Environmental Checklist (Appendix G to the CEQA Guidelines) specifies that cumulatively considerable impacts should be evaluated for criteria air pollutants, "for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)." The Project is situated in Coachella Valley, which is in nonattainment for ozone. Therefore, only emissions of ozone precursors exceeding applicable thresholds may be characterized as cumulatively considerable.

The SCAQMD prepared a white paper in 2003 to address cumulatively considerable impacts. The document states that a CEQA document,

may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's

*contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.*⁶

Ample Mitigation Measures have been prepared and presented in the Draft EIS, as referenced in **Response to Comment 7-31**, for emissions of VOCs that will exceed SCAQMD thresholds. As such, compliance with the requirements for cumulatively considerable impacts is achieved, and no additional mitigation measures are required.

Furthermore, the commenter does not identify the source of this information. The SCAQMD CEQA Air Quality Handbook does not specifically mention that an exceedance of the air quality pollutant threshold would result in a cumulatively considerable net increase of these pollutants.

Project Design Features, Mitigation Measures, and a reasonable range of Alternatives have been identified and analyzed in the Draft EIS to reduce the identified significant air quality impacts during construction and operation, to the maximum extent feasible.

Response to Comment 7-43

This comment is related to previous comments regarding updated Project parameters in the CalEEMod model and has already been addressed in prior responses. An updated CalEEMod model was prepared for the Active Adult Community, Tribal Planning Areas, and the Combined Scenario to establish consistency with the text of the Draft EIS; no additional significant air quality impacts were identified based on the clarified information. Mitigation Measures **MM 5.2-1** and **MM 5.2-2** were previously incorporated into the analyses and will remain applicable to the updated Project emissions. This Final EIS presents an updated discussion of potential air quality impacts from implementation of the Project, but no significant changes resulted from including the recommended revisions to the construction and operational emissions. The updated analysis presented in this Final EIS is sufficient to demonstrate conformance with the CEQA environmental checklist requirements pertaining to air quality.

Response to Comment 7-44

This comment addresses emissions of Toxic Air Contaminants (TACs), specifically diesel particulate matter (DPM), associated with construction of the Project that were not previously evaluated in the Draft EIS. Long-term operation of the residential land uses subsequent to Project completion will not

⁶ SCAQMD Cumulative Impacts White Paper – Appendix A. 2003. <http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf?sfvrsn=4>

generate substantial quantities of DPM as stated in the Draft EIS (page 5.2-42). Emissions of DPM during construction will be temporary and considerably variable, as each phase of construction requires a different inventory of equipment operating for different daily durations. To address this comment, a supplemental assessment of air quality impacts from construction of the Combined Scenario, which represents a worst-case emissions projection, was prepared and maximum off-site concentrations of DPM were analyzed against the SCAQMD carcinogenic risk threshold. The results of the screening HRA prepared for the Final EIS are discussed in **Response to Comment 7-49**, and show that the Project will not have a significant impact.

Response to Comment 7-45

This comment references a 2012 document published by the Office of Environmental Health Hazard Assessment (OEHHA) and suggests that the Project's air quality impacts analyzed in the Draft EIS do not satisfy the CEQA environmental checklist criterion regarding exposure of sensitive receptors to substantial pollutant concentrations. The recommendations set forth in the 2012 OEHHA *Technical Support Document (TSD) for Exposure Assessment and Stochastic Analysis* have not yet been adopted or incorporated by any regulatory authority responsible for oversight of land use development projects and air quality. Until recently, there was no published literature with a framework for assessing potential health risks attributed to short-term construction projects.

The CAPCOA organization is responsible for providing guidance on health risk assessments under CEQA, and it has not updated its *Health Risk Assessments for Proposed Land Use Projects* document to reflect the recent OEHHA recommendations. The CAPCOA document states that, "[t]his guidance does not include how risk assessments for construction projects should be addressed in CEQA" (p. 2). Furthermore, the SCAQMD is in the process of updating its *Air Quality Analysis Handbook* which was originally published in 1993, and therefore would not account for recent OEHHA recommendations. Despite the fact that there is no current regulatory guidance on assessing air quality impacts from short-term construction projects, a supplemental HRA has been prepared to address DPM emissions associated with Project construction. Results of this assessment are presented in **Response to Comment 7-49**, and show that the Project will not have a significant impact.

Response to Comment 7-46

This comment identifies AERSCREEN as the appropriate regulatory model for conducting screening-level health risk assessments based on USEPA recommendations, citing guidance from both OEHHA and CAPCOA. AERSCREEN was selected as the appropriate screening air dispersion model for the supplemental HRA prepared as part of this Final EIS. The model generates estimates of maximum downwind ground-level concentrations of an air pollutant released to the atmosphere from a

continuous emission source. A more thorough discussion of the modeling exercise and results of the screening HRA are presented in **Response to Comment 49**, and show that the Project will not have a significant impact.

Response to Comment 7-47

The reviewer prepared a CalEEMod run using modified input parameters and relied upon the estimated emissions to conduct a screening-level health risk assessment. The CalEEMod data was attached as **Appendix A to Exhibit A to Comment Letter No. 7**. This comment describes the selection of DPM emission estimates from the CalEEMod output files that were subsequently incorporated into the AERSCREEN model. It should be noted that **Appendix A** did not contain the annual emissions estimates, so the Tribe was unable to compare the annual estimates to the maximum daily emissions.

The comment identifies that the Combined Scenario emissions were selected based on a recommendation from the SCAQMD CEQA Air Quality Handbook. Upon reviewing the CalEEMod output files, it was determined that the selected quantity of DPM emissions during Project construction (purportedly 6,248 pounds) was derived using a flawed calculation methodology. It appears that the reviewer misinterpreted the CalEEMod output files, and the miscalculation resulted in a severe overestimation of DPM emissions from Project construction.

The comment claims that the estimated 6,248 pounds (3.124 tons) of DPM was derived from the “highest daily emission” during the Combined Scenario construction. However, dividing the DPM emissions by the total number of construction work days presented in the CalEEMod table (1,755), the daily emission rate is calculated to be approximately 3.56 pounds per day (lb/day). This value does not correspond to the maximum daily emission rate for any of the years evaluated in the SWAPE CalEEMod runs, but is the sum of the highest daily emission rates for all eight of the years during which construction is occurring in the Combined Scenario.

The maximum daily “Exhaust PM10” emission rate produced by the CalEEMod software was approximately 0.6779 lb/day in 2016 (**Table 2.1, Combined Scenario p. 8 of 55, Appendix A to Exhibit A, Comment Letter No. 7**). This value represents the maximum daily emission rate of DPM during Project construction under the Combined Scenario. Based on the model output provided by the reviewer, none of the daily emissions of DPM during each year of Project construction would exceed 1 lb/day, much less 3.5 lb/day. The misinterpretation of the model output resulted in the average emission rate being exceeded by at least 5.25 times. Using an emission rate that is 5.25 times the appropriate value resulted in an overestimation of the consequential exposure as calculated by the AERSCREEN dispersion model. Therefore, supplemental screening-level HRA calculations were prepared for the Project’s Combined Scenario using the updated Final EIS CalEEMod runs and are discussed extensively in **Response to**

Comment 7-49. As determined below, the Project would not result in any significant DPM impacts to on-site or off-site residents. Accordingly, impacts would be less than significant.

Response to Comment 7-48

This comment provides a brief description of the parameters that were used to characterize the DPM emissions and maximum downwind concentrations from construction of the Combined Scenario Project. As previously discussed, the values used in the emission rate calculation on page 14 of Exhibit A to Comment Letter No. 7 are incorrect. To supplement the Final EIS, additional CalEEMod runs were processed for the Active Adult Community, Tribal Planning Areas, and Combined Scenario emissions based on the comments received in the LIUNA letter. As shown in the table within **Response to Comment 7-41**, certain input parameters were updated to establish consistency between the text in the Draft EIS and the data in the model. Using the updated Project information, maximum daily and annual emissions were estimated for the three construction scenarios. As identified by the reviewer, the Combined Scenario generated the highest daily emission rate due to the compounding of construction activity, and was selected as the basis for the screening-level HRA.

In reviewing the updated Final EIS CalEEMod output files, the Winter season emission rates were marginally higher than those calculated for the Summer season, and were used for estimating the annual average emission rate during construction activities. Average DPM emission rates were calculated for each of the eight years that construction is anticipated to take place (2015-2022) by dividing the maximum daily “Exhaust PM10” emissions by 24 hours and then converting the rate to grams per second. The generic equation is the same as was presented on page 14 of Exhibit A to the LIUNA letter:

$$\text{Emission Rate} \left(\frac{\text{grams}}{\text{second}} \right) = \text{DPM Emissions} \left(\frac{\text{lbs}}{\text{day}} \right) \times \frac{453.6 \text{ grams}}{\text{lb}} \times \frac{1 \text{ day}}{24 \text{ hours}} \times \frac{1 \text{ hour}}{3,600 \text{ seconds}}$$

Once the average emission rate for each of the eight years of construction was calculated, AERSCREEN models were conducted to determine the maximum average single-hour concentration of DPM at an off-site receptor location. AERSCREEN relies on a continuous emission rate to simulate atmospheric releases; the average emission rate for each year was used and eight different models were prepared. For screening purposes the Project Site was evaluated as a rectangular area source of approximate dimensions 1600 meters by 1450 meters to characterize the Project boundary closest to residential receptors (1,600 meters along Dinah Shore Drive and 1,450 meters along Los Alamos Road). The release height was set to three meters to simulate exhaust stacks on construction equipment, with an initial vertical dimension of 1.5 meters to represent instantaneous plume dispersion. As stated in **Comment 7-48**, meteorological inputs assumed an urban setting and program defaults for wind speed and direction distribution.

The Project Site is bordered to the south and west by residential communities, with sensitive receptors located within approximately 40 meters to the west and extending to far greater distances radially. The size of the Project Site is so large that cumulatively maximum concentrations from all construction equipment operating simultaneously may be generated at distances from the boundary greater than the most proximal receptors. This means that a receptor located approximately 1,000 meters from the Project Site may be exposed to a higher concentration of DPM at a given moment than a receptor located approximately 100 meters from the Project Site based on atmospheric dispersion patterns. For the purposes of the screening model and health risk assessment, the maximum one-hour concentration of DPM was extracted from the AERSCREEN output data tables for each year that construction emissions were modeled.

Table 4, Daily Emission Rates from CalEEMod and Maximum 1-hour Concentrations, presents the maximum daily DPM emission rate in grams per second and the corresponding maximum one-hour concentration that was produced by the AERSCREEN model for the eight years evaluated. The maximum concentrations vary based on the construction activities that were assigned start and end dates in CalEEMod.

Table 4
Daily Emission Rates from CalEEMod and Maximum 1-hour Concentrations

Year	Exposure Start Date	Exposure End Date	Year Fraction	DPM Emission Rate (lb/day)	DPM Emission Rate (g/s)	Max One-Hour Concentration ($\mu\text{g}/\text{m}^3$)
2015	11/1/2015	12/31/2015	0.17	0.102	0.00054	0.032
2016	1/1/2016	12/31/2016	1	0.928	0.00487	0.285
2017	1/1/2017	12/31/2017	1	0.961	0.00505	0.295
2018	1/1/2018	12/31/2018	1	0.926	0.00486	0.284
2019	1/1/2019	12/31/2019	1	0.892	0.00469	0.274
2020	1/1/2020	12/31/2020	1	0.848	0.00445	0.260
2021	1/1/2021	12/31/2021	1	0.146	0.00076	0.044
2022	1/1/2022	7/22/2022	0.56	0.109	0.00057	0.033
		Total Duration (years)	6.73	Weighted Average Concentration ($\mu\text{g}/\text{m}^3$)		0.218

It should be noted that these values represent the highest maximum daily DPM emissions and resulting single-hour concentrations. Within each year, daily emissions will not remain at the maximum for the entire duration of the year. Therefore, these emissions quantities and concentrations represent

conservative approximations for a screening-level exposure assessment. As stated in **Comment 7-48**, the USEPA recommends that the maximum reasonable estimate of an annualized average concentration can be defined as 10 percent of the single-hour maximum concentration in screening model output. This methodology for estimating the annual average concentration was utilized for the exposure assessment in this Final EIS. The weighted average concentration for the 6.73 years of construction was calculated and multiplied by 10 percent, resulting in an annualized average concentration for the duration of the exposure assessment of $0.0218 \mu\text{g}/\text{m}^3$.

Using this annualized average concentration during construction, maximum cancer risks to off-site receptors were calculated following guidance from CAPCOA and OEHHA for adult, child, and infant exposures. The methodology and results of the health risk assessment are presented in **Response to Comment 7-49**. None of the three exposure scenarios exceeded the ten in one million cancer risk threshold established by the SCAQMD. Emissions of DPM during construction will not present any significant air quality impacts to nearby sensitive receptors from a health risk assessment perspective.

Response to Comment 7-49

This comment presents the results of the screening-level HRA prepared by the reviewer. The described methodology in the comment, however, is not consistent with the calculations that were executed to estimate the cancer risk to sensitive receptors. The 2012 OEHHA TSD promulgates the use of Age Sensitivity Factors (ASFs) in quantifying carcinogenic risks to susceptible populations, such as young children, as the comment states. The ASF for the first two years of life (“Infant”) is ten, for the subsequent fourteen years of life (“Child”) is three, and for the remaining years (“Adult”) is one. These scaling factors were designed to account for the increased sensitivity to air pollution – and specifically carcinogens – that young children with developing biological systems possess.

It appears that calculation of the “Infant” exposure in **Comment 7-49** applied the scaling factor of ten to all 6.73 years of exposure. This error exaggerates the calculated cancer risk by approximately two times, as the average scaling factor over the first 6.73 years should have been calculated as 5.08 instead of ten. This miscalculation, in combination with the misinterpreted CalEEMod output for maximum daily emissions, resulted in the cancer risks to off-site residential receptors to be drastically overestimated. A screening-level HRA was prepared to supplement the Final EIS and address the comments within the LIUNA letter. Results of the HRA for the 6.73 years of exposure are identified in **Table 5, Combined Scenario Cancer Risks to Off-site Sensitive Receptors**.

Table 5
Combined Scenario Cancer Risks to Off-site Sensitive Receptors

Parameter	Description	Units	Adult Exposure	Child Exposure	Infant Exposure
C _{air}	Concentration	µg/m ³	0.0218	0.0218	0.0218
DBR	Daily Breathing Rate	L/(kg-day)	302	581	581
EF	Exposure Frequency	days/year	350	350	350
ED	Exposure Duration	years	6.73	6.73	6.73
AT	Averaging Time	days	25,550	25,550	25,550
Dose _{inh}	Inhaled Dose	mg/(kg-day)	6.1 E-07	1.2 E-06	1.2 E-06
CPF	Cancer Potency Factor	1/(mg/kg-day)	1.1	1.1	1.1
ASF	Age Sensitivity Factor	-	1	3	5.08*
	Cancer Risk		6.68 E-07	3.85 E-06	6.53 E-06
	SCAQMD Threshold		1.0 E-05	1.0 E-05	1.0 E-05
	Exceeds?		No	No	No

*5.08 is weighted average ASF from 2 years of exposure with ASF = 10 and 4.73 years of exposure with ASF = 3.

To simplify the process, weighted average calculations were performed to estimate the annual average concentration during the 6.73 years of construction. The ASF values of 1, 3, and 5.08 were applied to the Adult, Child, and Infant exposure scenarios, respectively, for the 6.73-year exposure duration. The total cancer risks to the maximally exposed off-site receptor were calculated to be 6.52 in one million for Infant exposure, 3.85 in one million for Child exposure, and 0.67 in one million for Adult exposure. Contrary to the assertion made by **Response to Comment 7-49**, the calculated exposures do not exceed the SCAQMD threshold for cancer risk of ten in one million, and a refined air dispersion modeling exercise is not warranted. Construction of the Project will not result in cancer risks to nearby residential receptors exceeding the SCAQMD threshold of significance. No significant air quality impacts are associated with DPM emissions generated by construction of the Project.

Response to Comment 7-50

This comment claims that actual excess cancer risks may be higher than those calculated for the exposure assessment presented in Exhibit A to Comment Letter No. 7. Based on the misinterpretation of the CalEEMod output data and the incorrect application of the ASF value for the Infant exposure, it is factually impossible for the exposures to be higher than those presented in Exhibit A. Having corrected for the erroneous calculations upon which the commenter relied, the estimated cancer risks presented in **Response to Comment 7-49** represent the maximum reasonable estimates for cancer risks to off-site residential receptors during Project construction. As such, conclusions expressed in **Section 5.2** of the

Draft EIS remain valid, and it is confirmed that implementation of the Project will not expose sensitive receptors to substantial pollutant concentrations, nor emit toxic air contaminants resulting in exposures exceeding the ten in one million individual cancer risk threshold. Air quality impacts from TACs remain less than significant with selected DPM mitigation strategies.

Response to Comment 7-51

The comment suggests that the BAU scenario defined for the Project in the Draft EIS was improperly characterized. The comment does not acknowledge or reference the approved and adopted 2012 Riverside County Climate Action Plan (CAP). The 2012 CAP provides a methodology for determining whether or not implementation of a project will result in significant GHG emissions and air quality impacts. As originally discussed in **Response to Comment 7-7**, SCAQMD unofficially recommended a 3,000 MTCO_{2e} initial screening threshold for individual projects. This screening criterion was incorporated into the 2012 CAP, but does not apply to large scale developments such as the Project. For those projects exceeding the 3,000 MTCO_{2e} screening criterion, or those that are too large to evaluate against a simple metric, the 2012 CAP offers the following alternative for GHG emission quantification in unincorporated areas of the county to demonstrate compliance with AB 32:

Analysis of development projects not using the screening tables should use the latest version of the California Emission Estimator Model (CalEEMod). Two modeling runs should be completed. The first modeling run calculates GHG emissions at 2011 levels of efficiency using energy efficiency standards (Title 24) and the California Air Resources Board on road vehicle emissions factors (EMFAC2012) set at 2011. A second modeling run is required that calculates GHG emissions at Project buildout year levels of efficiency and includes Project design features and/or mitigation measures to reduce GHG emissions such that the levels of efficiency result in a 25% reduction of GHG emissions compared to the model run using the 2011 levels of efficiency.

The 2012 CAP identifies 2011 as the BAU year that emission reduction strategies should be compared against. The baseline is defined by 2011 GHG emissions that are not reduced beyond Title 24 levels, as this was the regulatory framework for GHG emissions mitigation when the 2012 CAP was prepared. Updated CalEEMod runs were processed for the 2011 Combined Scenario without mitigation beyond Title 24. The Draft EIS BAU scenario was conducted using a 2022 operational baseline as a conservative approach. Incorporating the 2011 baseline, as recommended by the 2012 CAP, actually increases the unmitigated BAU annual estimate from 82,065.58 MTCO_{2e} per year – as stated on page 5.6-29 of the Draft EIS – to 96,236.10 MTCO_{2e} per year based on the less recent CARB emission factors. The comment is erroneous in its interpretation of the Project BAU scenario, and the Draft EIS was overly conservative in using 2022 as the operational baseline.

The updated CalEEMod runs completed to supplement the Final EIS calculated that annual emissions of GHGs from the Combined Scenario after mitigation would be 46,481.27 MTCO_{2e}. The 2012 CAP requires that a 25 percent reduction compared to the 2011 emissions be achieved through implementation of mitigation measures. The total annual 2011 Combined Scenario emissions are 96,236.10 MTCO_{2e} per year. Comparing the updated Final EIS operational GHG annual emissions (46,481.27 MTCO_{2e}/year) to the 2011 scenario as recommended per the 2012 CAP guidance, Mitigation Measures for the Project will achieve approximately a 52 percent reduction in GHG emissions. This value is more than double the required 25 percent stated in the 2012 CAP, and no further consideration of mitigation measures is required.

Response to Comment 7-52

Response to Comment 7-51 provided a discussion of the 2012 Riverside County CAP and how the document evaluates a BAU scenario. All analyses prepared for the Draft EIS and Final EIS are consistent with the methodologies outlined in the 2012 CAP for unincorporated areas of Riverside County. The Project is a specific plan and is not subject to the same GHG thresholds as an individual project. This comment reflects the reviewer's lack of familiarity with the Riverside County approach to reducing regional GHG emissions and achieving compliance with state-wide efforts. Also see **Responses to Comments 7-7** through **7-12** regarding the adequacy of the GHG emissions analysis for the Project.

Response to Comment 7-53

This comment misinterprets the analysis presented in **Section 5.6** of the Draft EIS regarding the definition of a baseline scenario. There is not a single iteration of the word "baseline" included in **Section 5.6** of the Draft EIS. The Draft EIS does not suggest that "business as usual" constitutes a baseline for GHG emissions. A baseline, in terms of GHG analysis, refers to a level of emissions that is established as a metric to which future emission inventories and projections may be compared. A baseline can apply to state level, regional level, and local level GHG emission inventories. From a set baseline, forecasters generate projections of future GHG emissions using assumptions to accommodate for anticipated growth and development. The Draft EIS does not suggest that "business as usual" constitutes a baseline for analyzing potential GHG impacts.

The Riverside County Greenhouse Gas Technical Report states that, "business as usual refers to continued operations and development of the County according to 2008 policies, without the inclusion of proposed reduction or sustainability initiatives as part of the forthcoming Climate Action Plan." Characterization of "business as usual" for the Project in the Draft EIS provided a conceptual framework for evaluating the effectiveness of identified mitigation measures relative to what they would have been in 2008. The "business as usual" operating condition does not reflect a "worst case scenario" as the

comment suggests, but rather, a realistic assessment of the Project's GHG emissions without the emissions reducing Project Design Features, Mitigation Measures, and regulatory effects. In the referenced *Friends of San Jacinto* case, the "business as usual" scenario was rejected because it ignored local planning and zoning laws, stripped all vegetation from the project, and contemplated infeasible development. Therefore, the business as usual assumptions in that case were rejected as unrealistic. None of these conditions apply to the "business as usual" scenario as described in the Draft EIS, which does provide a realistic business as usual scenario.

Response to Comment 7-54

The comment addresses the methodology for determining whether a project's greenhouse gas emissions are significant under Section 15064.4 of the CEQA Guidelines.

The comment cites excerpts from two unpublished trial court decisions in CEQA cases, *Friends of Northern San Jacinto Valley v. County of Riverside* and *Center for Biological Diversity v. Department of Fish and Wildlife*, related to the characterization of a GHG baseline and proper definition of BAU emissions scenario. The subject of defining a GHG baseline and "BAU" emissions is a controversial one. The *Center for Biological Diversity v. Department of Fish and Wildlife* litigation is currently being considered by the Supreme Court of California. The Supreme Court has not yet reached a final decision on the ruling, and therefore speculation about the validity of the GHG baseline assessment is unfounded at this time. The evaluation of GHG emissions from Project implementation is consistent with the current regulatory framework. As such, the discussion of GHG emissions significance presented in **Section 5.6** of the Draft EIS remains valid.

The comment goes on to suggest that comparing emissions of GHGs from Project implementation to a realistic BAU scenario would result in non-compliance with the GHG emission reduction goals of AB 32. This claim is not supported by calculations to demonstrate that the Project would in fact violate AB 32 objectives. The comment does not make reference to any local or regional Climate Action Plan to verify that Project emissions exceed local GHG emission inventory projections for achieving compliance with statewide policies. The assertion that the Project is in violation of AB 32 is unsubstantiated. Furthermore, as addressed previously in these responses to comments, the Project (with Project Design Features and Mitigation Measures) is consistent with the climate action plans of Riverside County and the City, and is consistent with AB 32.

As mentioned previously, master, general, and specific plans were excluded from the consideration of the SCAQMD GHG Working Group in evaluating the tiered approach to determining significance. Comparing GHG emissions from the Project to those of a retail center is worse than comparing apples to oranges; the two projects are of drastically different sizes and scope. The Project will consist of 577

acres of residential, recreational, and retail space, developed in stages over eighteen years. As expressed by the SCAQMD, it is inappropriate to compare GHG emissions from a specific plan to those of a retail center, and the same regulatory thresholds would not apply when they are officially adopted.

As stated in the SWAPE letter, the tiered threshold approach for GHG analysis is only a draft and has not been officially adopted, and therefore does not qualify as a definitive regulatory metric. The comment repeatedly refers to the 3,000 MTCO₂e threshold, but that initial screening threshold would not apply to the Project because it is a specific plan. GHG Mitigation Measures are provided in the Draft EIS as **MM 5.6-1** through **MM 5.6-10**, discussed in **Section 2.0** and **Section 5.6** of the document. No additional mitigation measures are required and no significant changes to the GHG analysis are warranted.

Response to Comment 7-55

As discussed previously, the Tier 3 threshold is a draft screening threshold that has not been adopted, and even upon adoption would not apply to a specific plan such as the Project. Furthermore, this proposed screening threshold identifies which projects would need further evaluation under Tier 4, it does not determine when carbon offsets would be required or appropriate. The Project has incorporated extensive mitigation measures to reduce GHG emissions associated with construction and operational phases. The purchase of carbon offsets is not required as GHG emissions from the Project are less than significant after mitigation.

Response to Comment 7-56

This comment suggests that additional GHG mitigation measures are available that should be incorporated into the Project. All feasible mitigation measures have been identified and, as determined in *San Diego Citizenry Group v. County of San Diego* (Aug. 26, 2013) 219 Cal.App.4th 1, not every infeasible mitigation measure is required to be discussed. Here, the Project identified feasible mitigation to substantially reduce impacts from GHG emissions during construction and operation. Implementation of the suggested measures identified in this comment are not needed to substantially reduce any significant impacts from GHG emissions.

The definition of feasible, per Section 21061.1 of the CEQA Guidelines, means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

The comment lists several mitigation measures that were identified for GHG emissions in the Draft EIS, in Table 2.0-1 and on pages 5.6-32 to 5.6-35. The reiteration of mitigation measures demonstrates that minimal attention was paid to the details of the GHG reduction strategies presented in the Draft EIS. Furthermore, as discussed in **Response to Comment 7-51**, the Project does not have any remaining

significant GHG impacts. The 3,000 MTCO₂e screening criterion does not apply to the Project, as evidenced in the 2012 Riverside County CAP and the SCAQMD GHG Working Group meeting minutes. The comment relies on inaccurate and unfounded assumptions in suggesting that further mitigation of GHG emissions is required.

Response to Comment 7-57

This comment presents a conclusory statement summarizing the topics evaluated in the SWAPE comments. Previous responses have addressed the comments regarding mitigation of criteria air pollutant emissions, potential health risks to nearby sensitive receptors from exposure to DPM, and determination of significance for the Project's GHG emissions.

Response to Comment 7-58

The comment incorrectly states that the Project Site is located within the City limits. The Project Site is located within the City's Sphere of Influence, which is not recognized by the Tribe. The comment is noted and will be reviewed by the Tribal Council in their consideration of approval of the Project.

Response to Comment 7-59

The comment indicates that the traffic analysis is based on key assumptions that are both unreasonably favorable to the Project and not reasonably supportable. Four key assumptions presented in the letter are discussed and responded to in further detail below, none of which change the accuracy of validity of the analysis and conclusions in the Draft EIS.

Response to Comment 7-60

Please refer to **Response to Comment 7-14** with a more detailed response on the trip generation rates used to analyze the Project's potential traffic impacts on the surrounding roadway network. As stated in the Traffic Study (**Appendix G** of the Draft EIS) as well as thoroughly discussed in **Section 5.14**, the RivTAM was used to develop total traffic volume projections for the future horizon year 2035. RivTAM was used to ensure consistency with regional transportation modeling and to avoid the need for subjective assumptions regarding which trip-generation rates are appropriate and what percentage of the future site traffic would be pass-by trips and internal trips.

RivTAM has been calibrated and validated for the entire six-county southern California region. Thus, trip generation forecast that was utilized to evaluate the Project-related traffic impacts was based upon the numerous socio-economic parameters for each of the traffic analysis zones within the Project Site. Additionally, Endo Engineering did not make direct manipulations to RivTAM model runs nor were there

any assumption changes in RivTAM to make them more favorable to the Project. Accordingly, the non-residential trips generated by the Project would not result in higher traffic numbers.

Response to Comment 7-61

Please refer to Response to Comment 7-14 and 7-15 for a discussion on the use of internal trips. The traffic impact analysis discussed in **Section 5.14** in the EIS addressed all of the future year 2035 project-related external trips projected by RivTAM. As discussed on page 5.14-19 in **Section 5.14** and page 4-5 in the Traffic Study, the internal capture rate between the proposed residential and non-residential uses on-site would be limited by the total number of residential trips. The residential trips for the Project represent approximately 14 percent of the total amount of trips generated by all the proposed uses, therefore, the conservative internal capture rate of 15 percent of residential trips was assumed for purposes of analysis. Accordingly, the traffic impact analysis, specifically the use of the internal capture rate of 15 percent, presented in **Section 5.14** and in the Traffic Study (**Appendix G** of the Draft EIS) addressed all of the future year 2035 Project-related external trips.

Response to Comment 7-62

Please refer to **Response to Comment 7-14** and **7-16** for a discussion on the use of pass-by trips. As discussed on page 5.14-20 in **Section 5.14** and page 4-6 in the Traffic Study, pass-by trips will be attracted to the commercial uses in the Project Site from traffic passing the site on adjacent streets. As noted above, RivTAM was used to avoid the need for subjective assumptions regarding what percentage of the future Project traffic would be pass-by trips. The analysis presented in **Section 5.14** of the Draft EIS and the Traffic Study addressed all of the future year 2035 project-related external trips projected by RivTaM. Since the commercial uses anticipated on-site have not been established, a conservative pass-by rate of 15 percent was assumed. Accordingly, the traffic impact analysis, specifically the use of the pass-by rate of 15 percent, presented in **Section 5.14** and in the Traffic Study (**Appendix G** of the Draft EIS) addressed all of the future year 2035 Project-related external trips.

Response to Comment 7-63

Please refer to **Response to Comment 7-14** and **7-17** about the peak hour factor. As discussed on page 5.14-18 in **Section 5.14**, the peak hour factors determined from the peak hour traffic counts at the existing key intersection were assumed for the existing and year 2022 operational analyses. The traffic analysis used a peak hour factor of 1.0 for full development of the Project consistent with the input parameters specified by the Riverside County Transportation Department. The higher peak hour factor reflects future conditions with heavier traffic volumes distributed more evenly during the peak hours.

Response to Comment 7-64

The Riverside County Traffic Analysis Model (RivTAM), completed in May 2009, was developed with the cooperative efforts of the Riverside County Transportation Department (RCTD), Western Riverside Council of Governments (WRCOG), Coachella Valley Association of Governments (CVAG), Riverside County Transportation Commission (RCTC), Southern California Association of Governments (SCAG), and California Department of Transportation (Caltrans).

The RivTAM incorporates a detailed description of Riverside County, while maintaining consistency with the SCAG Regional Model. RivTAM is intended for use for transportation planning purposes throughout Riverside County by all levels of governmental jurisdiction and by private entities and as a tool to determine the potential impacts of large development proposals, General Plan land use changes, and forecasting for Transportation projects.

As discussed in **Section 5.14** pages 5.14-21 through 5.14-26 and thoroughly discussed in the Traffic Study prepared for the Project, the methodology used for the traffic study was agreed upon with the City. The scope and methodology for preparation of the Section 24 Traffic Impact Study was discussed and coordinated with City Staff at a meeting held in January 9, 2014, prior to preparation of the study. The number and locations of the intersections to be studied were reviewed, as well as the use of the RivTAM to assess project and cumulative impacts. The number of intersections proposed for study was increased at the request of the City. In addition, it was agreed that the RivTAM was the most appropriate traffic demand model available for use. All potential traffic impacts to intersections and roadways within the study area were identified as less than significant or were determined to be less than significant with feasible mitigation. Accordingly, the Traffic Study prepared for the Project would not need to be re-modeled based on the four assumptions identified in the letter.

Response to Comment 7-65

No improvements would be required at the intersection of Da Vall Drive with Ramon Road to accommodate existing plus Project buildout traffic volumes at acceptable levels of service. The traffic generated by the Initial Phase of the Section 24 Specific Plan in the year 2022 would represent only 6 percent of the total Project-related traffic and would not have a significant impact at this intersection. The mitigation required at this intersection in the horizon year 2035 would be needed with or without Project traffic. The primary increase in traffic that will occur on Da Vall Drive at this intersection will be the result of the future I-10 interchange at Da Vall Drive. For that reason, Riverside County has included improvements to DaVall Drive in the Transportation Project Prioritization Study (TPPS). The additional southbound left-turn lane on Da Vall Drive at Ramon Road will need to be in place before the Da Vall

Drive interchange is constructed and opened, and is therefore expected to be part of the interchange improvement project.

Response to Comment 7-66

Please refer to **Response to Comment 7-18** for a more detailed discussion on potential impacts on freeways and freeway ramps. **Section 5.14** of the Draft EIS included an operational analysis of the Project-related traffic impacts on the I-10 interchange at Bob Hope Drive and Ramon Road, identified as Intersections 1, 2, and 7. These three intersections represent the constraining component of the closest ramps that provide access to and from I-10 in both directions. All three ramps in the Existing with development of the Active Adult Community are projected to operate at LOS C or better during the AM and PM peak hours, as identified in **Table 5.14-6** in Section 5.14. All three ramps in the Existing with Full Project Development are projected to operate at LOS C or better during both peak hours, as identified in **Table 5.14-8**. Intersection 1 during the AM peak hour and Intersections 2 and 7 during both peak hours in the Year 2035 with Full Project Development are projected to operate at LOS B or better, as identified in **Table 5.14-12** in Section 5.14. Intersection 1 during the PM peak hour in the Year 2035 with Full Project Development is projected to operate at LOS D, as identified in **Table 5.14-12**. Accordingly, the Project would operate within the LOS identified by Caltrans for ramps along the I-10 during peak hours. No supplemental analysis would be required as no new significant impacts or substantially increased impacts were identified.

Response to Comment 7-67

Please refer to **Response to Comment 7-66**. Without the I-10 Route Concept Fact Sheet, which is currently being updated by Caltrans, it is not possible to accurately identify the future right-of-way requirements and design concept to accommodate buildout of the local general plans with a target of maintaining LOS E during the peak periods in the urbanizing areas and LOS C in the rural areas. If the design concept achieves the goal of accommodating buildout of the local general plans, it will accommodate the Project and all Project alternatives at acceptable levels of service.

Response to Comment 7-68

Please refer to Response to Comment 7-64 in which the Traffic Study utilized the local traffic model (RivTAM) adopted by jurisdictions within the CVAG boundary. The analysis presented in Section 5.14 determined that, with the incorporation of Project Design Features PDF 5.14-1 through PDF 5.14-9 and Mitigation Measures **MM 5.14-1** through **MM 5.14-6**, transportation and traffic impacts would be less than significant.



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January 20, 2015

Via Electronic Mail and Overnight Mail

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**Re: Comment re: Draft Environmental Impact Statement for the Proposed
Section 24 Specific Plan Agua Caliente Band of Cahuilla Indians
(SCH No. 2014011035)**

Dear Ms. Park, Mayor Smotrich and Riverside Local Agency Formation
Commission:

This letter is submitted on behalf of Laborers International Union of North
America, Local Union 1184 and its thousands of members in Riverside
County (collectively "LIUNA" or "Commenters") regarding the proposed Section
24 Specific Plan project proposed by the Agua Caliente Band of Cahuilla Indians
(SCH No. 2014011035). ("Project"). This letter supplements our letter submitted

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on January 16, 2015, and focuses on the biological impacts of the Project. This letter is supported by the comments of expert wildlife biologist, Dr. Shawn Smallwood, Ph.D. Dr. Smallwood's comments are attached hereto and should be responded to separately. We incorporate by reference herein our letter dated January 16, 2015.

1

As discussed herein, after reviewing the Draft Environmental Impact Statement ("DEIS") for the Project together with our expert consultants, it is evident that the document fails to comply with the California Environmental Quality Act, Public Resources Code § 21000 et seq. ("CEQA"), and contains numerous errors and omissions that continue to preclude accurate analysis of the Project.

As a result of these inadequacies, the DEIS fails as an informational document, fails to analyze all significant impacts of the Project, fails to identify and impose feasible mitigation measures to reduce the Project's impacts, and fails to properly analyze Project alternatives and cumulative impacts.¹ As a result, the Project will result in significant environmental impacts that have not been adequately addressed or mitigated as required by CEQA. LIUNA Local 1184 therefore requests that the Tribe and the City of Rancho Mirage ("City") or the Riverside Local Agency Formation Commission ("LAFCO") prepare and circulate a Supplemental Draft Environmental Impact Report ("SEIR") to address the issues raised in this and other comments, and to require implementation of feasible mitigations and alternatives required by law.

2

1. The FEIR Fails to Adequately Analyze Impacts to Biological Resources.

It is the policy of the State of California to

Prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities.

3

(Pub. Res. Code § 21001(c).) An EIR may not avoid studying impacts to biological resources by proposing future study or mitigation based on future studies unless the mitigation measures and performance standards are explicit in the DEIR. (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 671)

¹ We reserve the right to supplement these comments at any later hearings and proceedings related to this Project. See *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109.

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As discussed by Dr. Smallwood, the DEIS fails to assess impacts to wildlife, especially sensitive species and plants. Where impacts are identified, the DEIS impermissibly relies on vague, unenforceable and deferred mitigation measures, most of which lack a foundation in science and performance standards. Consequently, the DEIS must be revised to reassess impacts to biological resources and, where appropriate, propose adequate mitigation measures with definite terms and verifiable performance standards.

3

a. The DEIS Fails to Describe Existing Conditions That are Necessary for a Reasonable Analysis of the Project's Potentially Significant Biological Impacts.

Dr. Smallwood concludes that the truncated wildlife surveys for the site ignore applicable protocols and fail to provide a proper baseline or describe the true environmental setting at the proposed Project site.

A CEQA document “must include a description of the environment in the vicinity of the project, as it exists before the commencement of the project, from both a local and a regional perspective.” (CEQA Guidelines § 15125; see *Environmental Planning and Info. Council v. County of El Dorado* (1982) 131 Cal.App.3d 350, 354.) This environmental setting will normally constitute the baseline physical conditions by which a Lead Agency determines whether an impact is significant.” (CEQA Guidelines § 15125.) Thus, the CEQA “baseline” is the set of environmental conditions against which to compare a project’s anticipated impacts. (*Communities for a Better Environment v. So Coast Air Qual. Mgmt. Dist.* (2010) 48 Cal. 4th 310, 321.) Where a Project’s baseline is skewed by omissions or misrepresentations in the MND, it “mislead(s) the public” and “draws a red herring across the path of public input.” (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 656; *Woodward Park Homeowners v. City of Fresno* (2007) 150 Cal.App.4th 683, 708-711. See *Save Our Peninsula Committee v. County of Monterey* (2001) 87 Cal.App.4th 99, 121-23 (“the impacts of the project must be measured against the ‘real conditions on the ground,’” as opposed to hypothetical conditions).)

4

The failure of the DEIS and DEIS consultant to conduct wildlife surveys capable of accurately detecting burrowing owls, clapper rails, other birds of concern, or reptiles and amphibians provides no baseline in the DEIS or its attachments from which the public can evaluate potential impacts to wildlife.

Dr. Smallwood points out that a fundamental shortcoming of the DEIS is that it concludes that Section 24 is an “ecological island.” Dr. Smallwood points out this is a biased perspective to ignores the fact that “many animals can fly, walk, or crawl” on an off of the Project site. Furthermore, plant species exist on the site and successfully spread their seeds. The “ecological island” theory is

5

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contradicted by the plain fact that several special status species have been found on the site, including the Coachella Valley fringe-toed lizard, flat-tail horned lizard, burrowing owl, and Palm Springs ground squirrel.

5

Dr. Smallwood concludes that the biological surveys performed for the DEIS were inadequate and failed to conform with applicable guidance and protocols. For example, Dr. Smallwood points out that site surveys were conducted in February and March 2014, but this is a time when it is least likely to find special status species. Burrowing owls do not begin nesting until April. (Smallwood, p.3). Dr. Smallwood points out that the consultant smoothed surfaces of Section 24 and then concluded that there are no wildlife movement corridors on the site. Dr. Smallwood concludes that the soil smoothing changes animal behavior by eliminating markings that animals use to mark their paths. "Smoothing obliterates the markings of wildlife, and so disrupt the use of 'corridors.'" (Smallwood, p.4). Thus, "The EIS had no foundation for concludes 'no discernable and routinely used corridors could be found.'" (Id.). Dr. Smallwood points out that the DEIS used no accurate method for detecting bats.

6

7

Dr. Smallwood points out that desert tortoise surveys were conducted in February and March, but US Fish and Wildlife Service protocols require that surveys be conducted in April and May or September and October. Thus, the DEIS' conclusion that desert tortoise was not found on the site lacks foundation.

8

The DEIS fails entirely to analyze the Project site's importance as stop-over habitat for migratory birds.

9

As a result of these and other deficiencies identified by Dr. Smallwood, the DEIS fails to describe the existing environment of Section 24. A supplemental Draft EIS is necessary to accurately describe the Project site and the Project's impacts on the existing environment.

10

b. The Project Has Adverse Environmental Impacts Not Addressed in the DEIS.

Dr. Cashen concludes that the Project will have adverse impacts on wildlife movement corridors. Dr. Cashen states:

Section 24 represents a chokepoint to wildlife movement, so losing it to another residential project will block movement of wildlife along the northwest-southeast band of open spaces south of I-10. Converting Section 24 to urban housing will not only remove 577 acres of habitat of many wildlife species, but will also effectively remove the habitat capacity of at least 2,500 acres of acres of additional habitat southeast of Section 24. The additional impacts are readily apparent in Figure 1, and should not be ignored in the EIS.

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Figure 1. Google Earth imagery from 2012 shows the linkages of open space south of I-10, and how converting Section 24 (red boundary) to houses will eliminate the ability of terrestrial wildlife to move (orange arrows) into and out of >2,500 acres of open space.

This impact must be analyzed and mitigated in a supplemental DEIS.

c. The Project Has Significant Cumulative Impacts.

Dr. Smallwood points out that the DEIS contains essentially no cumulative impacts analysis – devoting a mere 19 lines of text to the subject. Dr. Smallwood concludes that the Project will have significant cumulative impacts related to habitat fragmentation together with other ongoing, proposed or likely future projects in the area. For example, Dr. Smallwood points out that according to the Desert Renewable Energy Conservation Plan (“DRECP”), 330,000 acres are likely to be converted to solar, wind, geothermal, distributed energy and transmission projects with the Mojave Desert in the near future. Dr. Smallwood concludes that the Project, together with these cumulative projects, “would eliminate most of the remaining population of burrowing owls in California, as well as large proportions of the remaining populations of desert tortoise, Coachella Valley fringe-toed lizard, flat-tail horned lizard, and Palm Springs ground squirrel, among many other special-status species.” (Smallwood, p. 6).

12

An EIR must discuss significant cumulative impacts. CEQA Guidelines section 15130(a). This requirement flows from CEQA section 21083, which requires a finding that a project may have a significant effect on the environment

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if “the possible effects of a project are individually limited but cumulatively considerable. . . . ‘Cumulatively considerable’ means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” “Cumulative impacts” are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” CEQA Guidelines section 15355(a). “[I]ndividual effects may be changes resulting from a single project or a number of separate projects.” CEQA Guidelines section 15355(a).

“The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.” *Communities for a Better Environment v. Cal. Resources Agency (“CBE v. CRA”)*, (2002) 103 Cal.App.4th 98, 117. A legally adequate cumulative impacts analysis views a particular project over time and in conjunction with other related past, present, and reasonably foreseeable probable future projects whose impacts might compound or interrelate with those of the project at hand. “Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.” CEQA Guidelines § 15355(b).

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As the court stated in *CBE v. CRA*, 103 Cal. App. 4th at 114:

Cumulative impact analysis is necessary because the full environmental impact of a proposed project cannot be gauged in a vacuum. One of the most important environmental lessons that has been learned is that environmental damage often occurs incrementally from a variety of small sources. These sources appear insignificant when considered individually, but assume threatening dimensions when considered collectively with other sources with which they interact.

(Citations omitted).

In *Kings County Farm Bureau v. City of Hanford*, 221 Cal.App.3d at 718, the court concluded that an EIR inadequately considered an air pollution (ozone) cumulative impact. The court said: “The [] EIR concludes the project’s contributions to ozone levels in the area would be immeasurable and, therefore, insignificant because the [cogeneration] plant would emit relatively minor amounts of [ozone] precursors compared to the total volume of [ozone] precursors emitted in Kings County. The EIR’s analysis uses the magnitude of the current ozone problem in the air basin in order to trivialize the project’s impact.” The court concluded: “The relevant question to be addressed in the EIR

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is not the relative amount of precursors emitted by the project when compared with preexisting emissions, but whether any additional amount of precursor emissions should be considered significant in light of the serious nature of the ozone problems in this air basin.”² The *Kings County* case was recently reaffirmed in *CBE v. CRA*, 103 Cal.App.4th at 116, where the court rejected cases with a narrower construction of “cumulative impacts.”

Similarly, in *Friends of Eel River v. Sonoma County Water Agency*, (2003) 108 Cal. App. 4th 859, the court recently held that the EIR for a project that would divert water from the Eel River had to consider the cumulative impacts of the project together with other past, present and reasonably foreseeable future projects that also divert water from the same river system. The court held that the EIR even had to disclose and analyze projects that were merely proposed, but not yet approved. The court stated, CEQA requires “the Agency to consider ‘past, present, and probable future projects producing related or cumulative impacts . . .’ (Guidelines, § 15130, subd. (b)(1)(A).) The Agency must interpret this requirement in such a way as to ‘afford the fullest possible protection of the environment.’” *Id.*, at 867, 869. The court held that the failure of the EIR to analyze the impacts of the project together with other proposed projects rendered the document invalid. “The absence of this analysis makes the EIR an inadequate informational document.” *Id.*, at 872.

The court in *Citizens to Preserve the Ojai v. Bd. of Supervisors*, 176 Cal.App.3d 421 (1985), held that an EIR prepared to consider the expansion and modification of an oil refinery was inadequate because it failed to consider the cumulative air quality impacts of other oil refining and extraction activities combined with the project. The court held that the EIR’s use of an Air District Air Emissions Inventory did not constitute an adequate cumulative impacts analysis. The court ordered the agency to prepare a new EIR analyzing the combined impacts of the proposed refinery expansion together with the other oil extraction projects.

The DEIS contains no list of cumulative past, present and reasonably foreseeable future projects, and contains no legally sufficient cumulative impact analysis. A supplemental DEIS is required to analyze the Project’s cumulative impacts and to propose feasible mitigation.

² *Los Angeles Unified v. City of Los Angeles*, 58 Cal.App.4th at 1024-1026 found an EIR inadequate for concluding that a project’s additional increase in noise level of another 2.8 to 3.3 dBA was insignificant given that the existing noise level of 72 dBA already exceeded the regulatory recommended maximum of 70 dBA. The court concluded that this “ratio theory” trivialized the project’s noise impact by focusing on individual inputs rather than their collective significance. The relevant issue was not the relative amount of traffic noise resulting from the project when compared to existing traffic noise, but whether any additional amount of traffic noise should be considered significant given the nature of the existing traffic noise problem.

d. The DEIS Relies on Legally Inadequate Mitigation Measures.

Dr. Smallwood points out that the DEIS relies on legally and factually inadequate mitigation measures for the Project's biological impacts. The primary mitigation measure is a payment to the Tribal Habitat Conservation Plan (THCP) in the amount of \$2371 per disturbed acre. This mitigation measure is inadequate as a matter of law.

First, the US Fish and Wildlife Service has not yet approved the THCP. (DEIS p.2.0-23). Therefore, there can be no assurance that the THCP is adequate to mitigate Project impacts, and no calculation of the appropriate fee that would be required for mitigation. The DEIS may not rely on an unapproved THCP as mitigation.

Second, mitigation fees are generally not adequate mitigation, unless specific measures are identified that will be paid for and implemented by the fee. The DEIS fails to identify any specific measures. Measures may include such things as conservation easements, creation of off-site habitat, or other measures, but the DEIS fails to identify any specific measures. This renders the mitigation legally inadequate. Mitigation fees are not adequate mitigation unless the lead agency can show that the fees will fund a specific mitigation plan that will actually be implemented in its entirety. *Napa Citizens for Honest Gov. v. Bd. Of Supervisors* (2001) 91 Cal.App.4th 342 (no evidence that impacts will be mitigated simply by paying a fee); *Anderson First Coal. v. City of Anderson* (2005) 130 Cal.App.4th 1173 (traffic mitigation fee is inadequate because it does not ensure that mitigation measure will actually be implemented); *Kings Co. Farm Bureau v. Hanford* (1990) 221 Cal.App.3d 692. But see, *Save Our Peninsula Comm v. Monterey Co.* (2001) 87 Cal.App.4th 99 (mitigation fee allowed when evidence in the record demonstrates that the fee will fund a specific mitigation plan that will actually be implemented in its entirety). In *California Native Plant Society v. County of El Dorado et al.* (2009) 170 Cal. App. 4th 1026, the court held that the fee program had to have gone through CEQA review for an agency to say that the payment of the fee alone is adequate CEQA mitigation.

Third, the mitigation fee constitutes a prohibited deferred mitigation measure. CEQA requires the specific mitigation measures to be set forth in the DEIR, so that the public may review and comment on the measures. The DEIS fails to identify any specific measures to mitigate the Project's biological impacts. While a payment amount is identified, the DEIS fails to identify any specific measures that will be implemented with this fee. Any specific measures will be developed at a later time. This constitutes improper deferred mitigation. Deferral of mitigation measures is prohibited under CEQA:

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By adopting the condition that applicant would comply with environmental standards for sludge disposal, the County effectively removed this aspect of the project from environmental review, trusting that the Regional Water Quality Control Board and the applicant would work out some solution in the future..... Having no "relevant data" pointing to a solution of the sludge disposal problem, the County evaded its duty to engage in a comprehensive environmental review by approving the use permit subject to a condition requiring future regulatory compliance. *Sundstrom*, 202 Cal.App.3d at 309.

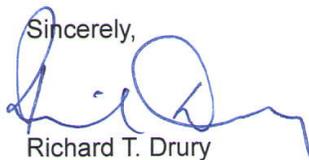
[R]eliance on tentative plans for future mitigation after completion of the CEQA process significantly undermines CEQA's goals of full disclosure and informed decisionmaking; and[,] consequently, these mitigation plans have been overturned on judicial review as constituting improper deferral of environmental assessment. *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th at 92.

Fourth, the burrowing owl mitigation measure fails to comply with applicable guidance. MM 5.3-2 requires pre-construction surveys for burrowing owls 30 days prior to construction. However, the California Department of Fish and Game (2012) requires burrowing owl surveys 15 days prior to construction. CDFG also recommends 500 meter buffer zones between owl burrows and construction areas. The DEIS fails to incorporate these measures. The DEIS therefore fails to impose all feasible mitigation measures.

CONCLUSION

LIUNA Local Union No. 1184 believes the DEIS is legally inadequate and requires significant revision, recirculation and review. Thank you for your attention to these comments. Please include this letter and all attachments hereto in the record of proceedings for this project.

Sincerely,



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19 January 2015

RE: Draft Environmental Impact Statement for the Proposed Section 24 Specific Plan
Agua Caliente Band of Cahuilla Indians (SCH No. 2014011035)

Dear Ms. Park, Mayor Smotrich and Riverside Local Agency Formation
Commission,

I write to comment on the Draft Environmental Impact Statement for the Proposed
Section 24 Specific Plan Agua Caliente Band of Cahuilla Indians (“EIS”) (Meridian
Consultants 2014). I have reviewed the biological resources section of the EIS and the
supporting report on biological resources (Cornett 2014).

My education and experience are as follows. I earned a Ph.D. degree in Ecology from
the University of California at Davis in 1990. Subsequently I worked at U.C. Davis for
four years as a post-graduate researcher in the Department of Agronomy and Range
Sciences. My research has been focused on animal density and distribution, habitat
selection, habitat restoration, interactions between wildlife and human infrastructure
and activities, conservation of rare and endangered species, and the ecology of invading
species. I have authored numerous papers on special-status species issues, including
“Using The Best Scientific Data For Endangered Species Conservation,” published in
Environmental Management (Smallwood et al. 1998), and “Suggested Standards For
Science Applied To Conservation Issues” published in the Transactions of the Western
Section of The Wildlife Society (Smallwood et al. 2001). I served as Chair of the
Conservation Affairs Committee for The Wildlife Society – Western Section. I am a
member of The Wildlife Society and the Raptor Research Foundation, and I was a part-
time lecturer at California State University, Sacramento. I was also Associate Editor of

wildlife biology's premier scientific journal, *The Journal of Wildlife Management*, as well as of *Biological Conservation*, and I was on the Editorial Board of *Environmental Management*.

I have performed numerous surveys for special-status species over the last 25 years, including 11 years of surveys for California red-legged frog and California tiger salamander, and 14 years for Fresno kangaroo rat, several years for salt marsh harvest mouse and California clapper rail, 16 years for burrowing owl, and 25 years for Swainson's hawk and white-tailed kite. Based on my education and field experience, I am familiar with the ecology and habitat of wildlife species likely to occur on the project site. My CV is attached.

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IMPACTS ASSESSMENT

The EIS addressed the potential impacts of converting 577 acres of plant and wildlife habitat to residential use. This 577-acre area is one of the last open spaces south of Interstate 10 in the Coachella Valley, in a region known for high species richness. Therefore, it is important that the EIS carefully and comprehensively considers the potential project impacts and mitigation. However, this EIS inadequately described the current environmental setting, and its impact assessments and mitigation measures fell far short of what was needed.

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Under CEQA,¹ “[A] paramount consideration is the right of the public to be informed in such a way that it can intelligently weigh the environmental consequences of any contemplated action and have an appropriate voice in the formulation of any decision.” The public needs information that is thorough, relevant, unbiased, and honest; the public needs full disclosure of the environmental setting and possible cumulative impacts. Documents presenting information from a biased perspective will tend to include omissions, logical fallacies, internal contradictions, and unfounded responses to substantial issues. Therefore, my assessment of the EIS and of Cornett (2014) also considers omissions and bias, which bear on the sufficiency of the EIS.

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As an example of bias, Cornett (2014:10) described the project site as “...nearly an ecological island bounded on all four sides by paved roadways (three of them carrying high volumes of traffic) and on two sides by residential developments.” This characterization might apply to some unnamed species that cannot cross a road, but for most animal and plant species the roadways probably do not isolate the habitat on the project site; many animals can fly, walk, or crawl across, although many undoubtedly die in the attempt, but they also carry and disperse plant seeds and life does continue on Section 24 despite the roads. The implication of Cornett's unfortunate site characterization is that the site is a throw-away site in terms of the local ecological resources, and so biological surveys need not consist of anything more than the cursory

¹ Environmental Planning and Information Council vs. County of El Dorado (1982) 131 Cal. App. 3d 350, 354.

surveys that were performed and satisfactory mitigation can be achieved mostly by paying a fee into a habitat conservation plan that has yet to be approved.

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In fact, Section 24 is not an ecological island. If it was an ecological island, then special-status species, such as Coachella Valley fringe-toed lizard, flat-tail horned lizard, burrowing owl, and Palm Springs ground squirrel, would not have been found on site. These species, and probably other special-status species as well, persist on the site, despite the near complete conversion of habitat to residential and commercial uses within the Coachella Valley south of Interstate 10. Had adequate surveys been performed, additional special-status species probably would have been found.

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The biological surveys performed on the proposed project site were inadequate. Site visits were made by Cornett and Walter Millin for unreported periods of time on 19 days during February and March 2014, and during two nights in February (presumably involving the mammal live-traps). Cornett and Millin walked along east-west transects at 10-yard intervals during a small portion of a single season of a single year, and this time of year was, in my experience, the least likely to detect special-status species. Burrowing owls behave cryptically during this time of year, and so are difficult to detect. Burrowing owls do not begin nesting until April. Other special-status species are typically aestivating during this time of year. And during this time of year, migrating birds are generally not on the move.

Besides these pedestrian transects, Cornett and Millin also set 25 mammal live-traps on two nights for a mere 50 trap-nights, although the number of effective trap nights was not reported, nor were the locations of the traps or any report of trapping methods, capture success or trap mortality. The trap coverage averaged 23 acres per trap (577 acres ÷ 25 traps) and 0.5% of a year, and so grossly under-sampled Section 24.

Cornett (2014) monitored roadkill on roads bordering Section 24 to assess whether the site is used as a movement corridor. However, Cornett provided no details on how the roadkill surveys were performed or what was found. Without methods and results, these alleged surveys were meaningless. Furthermore, February and March is not when roadkill should be used to inform about mammalian or reptilian travel patterns. I have performed thousands of miles of roadkill surveys since 1989, so I can testify with ample confidence that most of the mammals killed by cars are killed during fall, which is the peak of dispersal and migration. There should also be lower reptile activity during February and March.

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Finally, Cornett (2014) smoothed soil surfaces on portions of Section 24 to record animal tracks as a means of determining whether the site includes wildlife movement corridors. Cornett (2014) provided no details of how much area was smoothed, or in what orientation or shape the soil was smoothed. No results were reported, either. Having developed tracking techniques since 1985, and having performed many research studies and surveys involving track counts, I can testify with ample confidence that soil smoothing changes the behaviors of the animals under survey. Wildlife that use trails or that develop routine travel routes also mark their travel paths with scent glands associated with scrapes, scats, and urine. Smoothing obliterates the markings of

wildlife, and so disrupt the use of “corridors.” Smoothing is the last thing I would do if I was interested in detecting travel paths or corridors. The EIS (page 5.3-9) had no foundation for concluding “...no discernable and routinely used corridors could be found.”

Despite the extremely cursory nature of the surveys, Cornett (2014) detected multiple special-status species. More special-status species likely would have been detected had surveys been performed during other times of year, or had surveys been performed off site (No off-site surveys due to private property restrictions), or had surveys involved methods appropriate for the species. For example, pedestrian surveys and mammal live-trapping are unsuited for detecting bats. Bat surveys need to be performed using acoustic detectors or thermal cameras. Until appropriate surveys are performed, it is indefensible to conclude that only two species of bat potentially use Section 24. I have yet to encounter any place in California that hosts only two species of bat.

20

As another example, bird species will remain underrepresented until point counts are performed, and until they are performed over each season of the year. Point counts have been the standard method for detecting birds for about a century. Walking back and forth across a site is not the standard method for detecting most birds. Therefore, there was no foundation for Cornett’s (2014:13) conclusion, “*In spite of severe long-term drought, it was concluded that this phenomenon did not impact the findings in this report because of evidence of sensitive species that was discovered and historical information regarding the biota of the project site.*” Other than the species detections that were made despite the extremely cursory nature of the surveys, there was no support for determining that undetected species are absent from the site, and absolutely no support for making any determination about the impacts of the drought on Cornett’s findings.

According to Cornett 2014:17, “...the California Natural Diversity Database (March, 2014) has no records of the tortoise on or within one mile of the project site.” If this is the sort of historical information that Cornett referred to, as summarized in the previous paragraph, then it was unreliable. The California Natural Diversity Database (“CNDDDB”) is not a scientific sampling or monitoring program; it is strictly voluntary in the reporting of special-status species by consulting and research biologists. It is inappropriate to use lack of records in CNDDDB to support a conclusion that a species is absent from a site. To help get this message across, the California Department of Fish and Wildlife posts a disclaimer on its CNDDDB web site: “*We work very hard to keep the CNDDDB and the Spotted Owl Database as current and up-to-date as possible given our capabilities and resources. However, we cannot and do not portray the CNDDDB as an exhaustive and comprehensive inventory of all rare species and natural communities statewide. Field verification for the presence or absence of sensitive species will always be an important obligation of our customers.*”² Protocol-level surveys would be needed to conclude that special-status species do not occur at the project site.

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² http://www.dfg.ca.gov/biogeodata/cnddb/cnddb_info.asp

Cornett (2014) and the EIS reported that desert tortoise was not found on site. However, the surveys performed on site were inconsistent with the US Fish and Wildlife Service protocol on desert tortoise surveys. The surveys were performed in February and March, whereas the protocol is for surveys to be performed in April and May or September and October. Also, transects should have been surveyed in a random order, but there was no indication that they were surveyed this way on Section 24. In summary, protocol-level surveys were not performed for desert tortoise. For that matter, protocol-level surveys were not performed for any special-status species potentially occurring on Section 24.

22

Stop-over Habitat

The EIS made no mention of the project impacts on migratory birds. The creosote scrub on Section 24 is undoubtedly used as stop-over habitat by migratory birds during migration seasons. No surveys were performed during migration seasons, and no discussion was provided of the critical importance of stop-over habitat to migratory birds. Essentially, a critical biological value of the site – its role as stop-over habitat -- was never addressed in any way.

23

Wildlife Movement Corridors

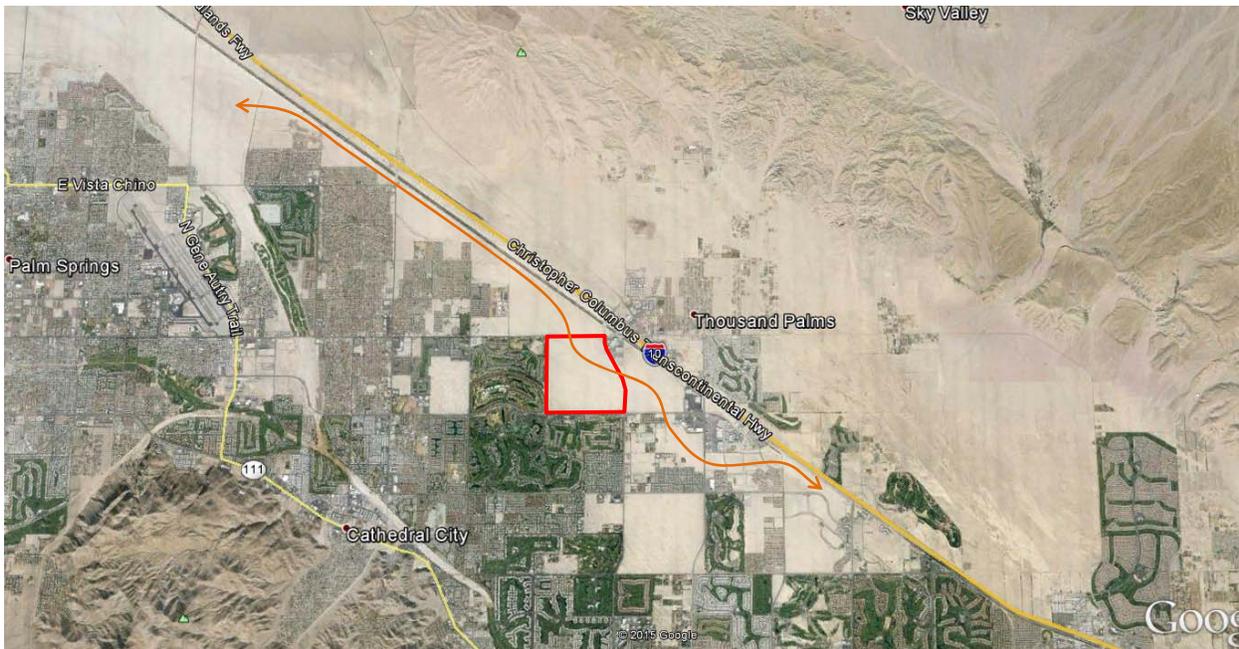
According to Cornett (2014:5.3-17), “*The Project Site does not serve as a wildlife movement corridor. The Project Site does not connect any otherwise isolated areas of habitat; it serves more as a wildlife habitat than a wildlife corridor or linkage. Accordingly, no significant impacts to the movement of wildlife species would result from the development of the Project.*” However, these conclusions lack foundation. Cornett did not perform surveys that would inform of whether or to what degree that Section 24 or any portion of Section 24 serves as a wildlife movement corridor. Not only were the surveys performed on site inconsistent with the types of surveys that would be needed to identify movement corridors, but methodological details and results were unreported by Cornett (2014).

Cornett (2014) and the EIS concluded that Section 24 does not serve as a wildlife movement corridor, but this conclusion represented a red herring argument. CEQA does not identify corridors as central to the environmental impact on wildlife movement. The real issue is whether the proposed project will interfere with the movement of wildlife, thereby disrupting a fundamental ecological requirement of wildlife species. The EIS did not address the real question of whether the project will interfere with the movement of any species of wildlife in the area.

24

That the project will interfere with wildlife movement should be obvious, given the extent of land conversions in the region and the position that Section 24 occupies on this landscape (Figure 1). Any remaining potential for terrestrial wildlife movement across the valley portion of the landscape south of I-10 has been constrained by past residential and commercial development (Figure 1). Section 24 represents a chokepoint to wildlife movement, so losing it to another residential project will block movement of wildlife along the northwest-southeast band of open spaces south of I-10. Converting

Section 24 to urban housing will not only remove 577 acres of habitat of many wildlife species, but will also effectively remove the habitat capacity of at least 2,500 acres of acres of additional habitat southeast of Section 24. The additional impacts are readily apparent in Figure 1, and should not be ignored in the EIS.



24

Figure 1. Google Earth imagery from 2012 shows the linkages of open space south of I-10, and how converting Section 24 (red boundary) to houses will eliminate the ability of terrestrial wildlife to move (orange arrows) into and out of >2,500 acres of open space.

Cumulative Impacts

The EIS devoted 18 lines of text to cumulative impacts. Given such a cursory treatment of cumulative impacts, one would think that the EIS would err on the side of caution when making conclusions about cumulative impacts. After all, erring on the side of caution is the standard when making conclusions of potential impacts to sensitive resources in the face of high uncertainty (National Research Council 1986, Shrader-Frechette and McCoy 1992, O'Brien 2000). But that was not what the EIS did. According to the EIS (page 5.3-19), “*No significant unavoidable project or cumulative impacts to biological resources would result from the Project.*” This conclusion was inconsistent with scientific standards, it was inconsistent with the evidence, and it was incorrect.

25

According to the EIS (page 2.0-24), “*The Project Site does not serve as a wildlife movement corridor. The Project Site does not connect any otherwise isolated areas of habitat. Accordingly, no significant impacts to the movement of wildlife species would result from the development of the Project.*” Figure 1 clearly shows that the project site does, in fact, connect otherwise isolated areas of habitat. At least 2,500 acres will be cut off from terrestrial wildlife movement should the 577 acre project area be converted to

houses. This type of impact is what is referred to as habitat fragmentation, which is recognized as one of the most serious threats to the continued existence of terrestrial wildlife (Wilcox and Murphy 1985). Dismissing this process in the EIS was a substantial error.

Even the most simple cumulative impacts assessment was not provided in the EIS. The EIS could have tallied the number of acres of likely or potential land conversions in the Coachella Valley due to ongoing, proposed, or likely future residential, commercial and industrial projects in the foreseeable future. The EIS could have tallied the acres of proposed or anticipated land conversions to renewable energy projects within Riverside County and the larger Mojave Desert. According to the Desert Renewable Energy Conservation Plan (“DRECP”), 330,000 acres are likely to be converted to solar, wind, geothermal, distributed energy, and transmission projects within the Mojave Desert in the near future (California Energy Commission et al. 2014). These land conversions would eliminate most of the remaining population of burrowing owls in California, as well as large proportions of the remaining populations of desert tortoise, Coachella Valley fringe-toed lizard, flat-tail horned lizard, and Palm Springs ground squirrel, among many other special-status species.

25

MITIGATION

The core element of the mitigation plans is payment of a mitigation fee into a Habitat Conservation Plan (HCP), at the rate of \$2,371 per disturbed acre. According to the EIS (page 2.0-23), “*The Project would pay the development mitigation fees identified by the Tribal Habitat Conservation Plan (THCP). ...In addition, the City of Rancho Mirage is a participant and permittee in the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and is coordinating with the Tribe regarding the THCP. ... While the United States Fish and Wildlife Service (USFWS) has not yet approved the THCP or issued a 10(a) Permit, the Tribe has independent authority to implement the THCP to mitigate impacts to sensitive resources on Reservation lands.*” However, there are two problems with this mitigation plan, as summarized in the EIS.

First, there is no approved HCP to pay into, so this portion of the mitigation amounts to deferring the formulation of the mitigation plan to an unspecified later date when one or both of the referenced HCPs might include mitigation that is acceptable to the US Fish and Wildlife Service and results in approval(s), and after any litigation over the approval has resulted in an outcome. Paying into one or both HCPs prior to approval(s) effectively prevents me and other members of the public from participating with this critical part of the environmental review, because Section 24 would have been developed prior to the circulation of the environmental review documents for one or both HCPs.

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The second problem is that portion of the proposed measure that alleges the Tribe has the authority to independently implement mitigation on Reservation lands. Even if the Tribe possesses this authority (I do not know whether it does or does not), the EIS still needs to identify where habitat will be protected or where habitat restoration would occur, and it needs to prove that the promised levels of protection and restoration will be feasible. Does the Reservation have sufficient acreage of habitat to protect at

whatever mitigation ratio is adequate? What is the mitigation ratio? Where is the like-kind habitat located? The EIS included no details on whether the Reservation has the capacity to conserve sufficient habitat to adequately mitigate the project's impacts.

According to the EIS (page 5.3-18), "*By establishing dedicated conservation areas with stringent development restrictions, the intent of the HCPs is to allow needed development to proceed elsewhere in the valley while preserving sufficient habitat for plant and wildlife species to survive. In this manner, compliance with the HCPs ensure that cumulative impacts to biological resources are mitigated to a level considered less than significant.*" But again, there are no approved HCPs available. Even if there were, the EIS should identify where in the Valley conservation areas could be located. The imagery in Figure 1 indicates that there is little opportunity remaining to mitigate for the loss of 577 acres of special-status species habitat within Coachella Valley, and certainly there remains insufficient acreage to offset the loss of both the 577 acre project area and the effective loss of >2,500 acres due to habitat fragmentation.

27

The EIS stated that MM 5.3-2 would consist of preconstruction surveys for burrowing owls within 30 days of construction. However, this measure made no mention of passive or active relocation if owls are found; the EIS only says that grading can be halted to protect burrowing owls. More detail would be needed on mitigating impacts to burrowing owl. The same detail needs to be added for MM 5.3-3, which is the measure that is supposed to mitigate project impacts to loggerhead shrike.

Also, the California Department of Fish and Game ("CDFG") (2012) staff recommendations on burrowing owl surveys listed minimum qualifications of survey personnel. The EIS provided no evidence that Cornett met the minimum qualifications of (1) Being familiar with burrowing owl ecology; (2) Experience conducting habitat assessments and non-breeding and breeding season surveys, or experience with these surveys conducted under the direction of an experienced surveyor; (3) Familiarity with the appropriate state and federal statutes related to burrowing owls, scientific research, and conservation; and, (4) Experience with analyzing impacts of development on burrowing owls and their habitat. Given the way the survey were performed, and the conclusions that were made about project impacts to burrowing owl and how to mitigate them, I would suggest that the survey protocol on qualifications was not met.

28

The CDFG staff report also identified 500 m buffer areas be maintained between burrowing owl burrows and high disturbance activities, but this buffer was not identified in the EIS. The EIS did not include a burrowing owl exclusion plan, but if it was to be revised to include such a plan, then this plan should meet the approval of CDFG. Furthermore, the EIS failed to meet any of the compensatory mitigation options listed in the CDFG staff report.

29



Shawn Smallwood, Ph.D.

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Comment Letter No. 8

Laborers' International Union of North America (LIUNA), Local Union No. 1184
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Response to Comment 8-1

The comment identifying the submittal of a comment letter on the behalf of the LIUNA, Local Union No. 1184 in regards to the Project is noted.

Response to Comment 8-2

The Draft EIS has been prepared in accordance with TEPA and CEQA, with the Tribe serving as the Lead Agency under TEPA. The Draft EIS is intended to serve as an informational document to enable the Tribe, other potential lead and/or responsible agencies under CEQA, and other interested parties to evaluate the environment impacts of the Project. Preparation of the environmental document was prepared in compliance with Section 15000 et seq. of the CEQA Guidelines, even though CEQA does not apply to any Project approvals by the Tribe. All mitigation measures, alternatives, and cumulative impacts are identified for the Project as would be required by CEQA. Significant impacts identified for the Project include construction and operation air quality impacts and construction related noise impacts. Five alternatives were analyzed to avoid or substantially reduce identified significant impacts and one alternative was chosen as the environmentally superior alternative.

Response to Comment 8-3

The comment suggests that the Draft EIS fails to properly assess the Project's impacts to sensitive species and plants based on the opinion of Dr. Smallwood. As noted in **Response to Comment 8-18**, the EIS contains factual, objective and accurate information regarding the biological resources present on the Project Site and in the Coachella Valley that supports the conclusions presented on the significance of the impacts of the Project on biological resources. The Draft EIS appropriately assesses the Project's potential biological impacts and identifies feasible mitigation measures to reduce these impacts to a level of less than significance in accordance with CEQA. As discussed in **Response to Comment 8-16**, Mr. Smallwood's experience is limited to Northern California. James W. Cornett, the ecological consultant who conducted the Biological Survey for the Project has over 40 years of expertise within the Coachella Valley and is very knowledgeable regarding the environmental and ecological conditions that are present within the Project Area.

Response to Comment 8-4

As further discussed in detail in **Response to Comment 8-20**, biological surveys conducted for the Project Site were based upon the unique existing environmental conditions of the Coachella Valley. The survey pattern used has been approved by the USFWS for detecting the presence of officially listed or federally protected species. The three potential Coachella Valley sensitive species identified through these biological surveys to be found on the Project Site include the Coachella Valley milkvetch, the Coachella Valley fringe-toed lizard, and the burrowing owl. The Palm Springs Ground Squirrel was also detected on the Project Site, which is considered a Species of Special Concern by the State of California. The identification of these sensitive species serves as the baseline within the Draft EIS of the Project's potentially significant impacts to biological resources.

Response to Comment 8-5

As discussed in **Response to Comment 8-4**, several special status species have been found on the Project Site through biological surveys. The Project Site is bounded on all four sides by existing roadways and residential developments, thus acting as an isolating mechanism that presents physical barriers to plant and animal dispersal to surrounding areas. The Project Site offers no water, no shelter and no food for migratory bird species while the existing country clubs that lie along the entire western and southern boundaries of the Project Site offer more favorable conditions. Due to the lack of water, shelter and food on the Project Site, the Project Site does not serve as a potentially significant stop-over location for migratory birds. Contrary to what is suggested by the comment, the presence of these special status species on the Project Site does not diminish its existence as an ecological island. Please refer to **Response to Comments 8-18** and **8-19** for further discussion.

Response to Comment 8-6

The comment suggests that the biological surveys conducted for the Project Site were inadequate. Burrowing owls are easily detected on the valley floor because of unobstructed views, their conspicuous burrows and habitat of calling at the approach of threats. The surveys conducted were not cursory as the following maximum intensity protocols were followed: parallel transects were conducted at 10 meters apart as described for both burrowing owl and desert tortoise.^{7,8} Therefore, the site surveys that were conducted in February and March 2014 were adequate to record the presence of burrowing owls on the Project. As discussed in **Response to Comment 8-16**, Mr. Smallwood's experience is limited

7 California Department of Fish & Game. 2012. Staff Report on Burrowing Owl Mitigation. Natural Resources Agency, State of California.

8 Preparing For Any Action That May Occur Within The Range Of The Mojave Desert Tortoise (*Gopherus agassizii*). United States Fish & Wildlife Service, 2010 Field Season.

to Northern California and does not demonstrate knowledge of the unique environmental and ecological conditions present in the Coachella Valley.

Response to Comment 8-7

As discussed in further detail in **Response to Comment 8-24**, the Project Site does not serve part of a corridor between open space areas. The Project Site is bounded by existing roadways and residential development, thus not linking it to any vacant land that would serve as a corridor for wildlife.

Additionally, as discussed in **Response to Comment 8-20**, soil smoothing was conducted on the Project Site as the site contains dune sand habitat to determine if large animal corridors existed on the Project Site. In addition, sand sifting and smoothing was done in several areas, specifically within the Project Site along Ramon Road and Bob Hope Drive, so that tracks would be more prominent and identifiable. This is a commonly conducted and accepted survey practice in sand dune habitat in the Coachella Valley.

Response to Comment 8-8

The comment is correct to note that USFWS survey protocol prefers that desert tortoise surveys be conducted between April and May or September and October. As stated in the Biological Resources Assessment (**Appendix C** of the Draft EIS) prepared for the Project, the CNDDDB (March, 2014) has no records of the presence of the desert tortoise on or within one mile of the Project Site. The protocol also notes that surveys outside these periods may be appropriate when only presence/absence needs to be determined. No evidence of any kind (e.g. shells, bones, scutes, limbs, burrows, pellets, scats, egg shell fragments, tracks, courtship rings, drinking sites, mineral licks, etc.) was found during intensive surveys and no direct observations were made. The surveys conducted for the desert tortoise were adequate and support the conclusions reached on the presence or absence of sensitive species on the Project Site. Therefore, the likelihood of detecting the desert tortoise on the Project Site is considered low. Please refer to **Response to Comment 8-22** for further discussion. In addition, it should be noted that the Draft EIS was provided to both the USFWS and the CDFW for review and neither agency submitted comments recommending additional surveys.

Response to Comment 8-9

The Project Site consists of approximately 577 acres of vacant land with minimal existing vegetation. As also discussed in **Response to Comment 8-23**, the Project Site does not offer water, shelter, or food for migratory bird species. For this reason, the Project Site does not serve as a stop-over location for migratory birds.

Response to Comment 8-10

As demonstrated by the responses to the comments in this letter, the Draft EIS properly assessed the Project's potential impacts to biological resources. Pursuant to CEQA Guidelines Section 21166, a supplemental Draft EIS would not be required as there are no substantial new circumstances with respect to the Project, nor is there any new information that was not known upon preparation of the Draft EIS.

Response to Comment 8-11

The comment suggests that the 577 acres that comprise the Project Site serve as habitat for wildlife movement, as concluded by Dr. Cashen. As discussed in further detail within **Response to Comment 8-24**, development of the Project Site would not remove the link of 2,500 acres of natural habitat located south of the Project Site due to the nature of the Project Site and the developed areas immediately adjacent to the site. Existing arterial roads and development located between the Project Site and the I-10 to the east makes any wildlife movement traveling west across the Project Site unlikely. The biological surveys conducted in the Draft EIS conclude that the Project Site does not serve as an existing wildlife corridor within the Coachella Valley. These surveys constitute substantial evidence in support of the conclusions in the Draft EIS; whereas, this comment is based upon sheer speculation regarding wildlife movement.

Response to Comment 8-12

Pursuant to CEQA Guidelines Section 15130, the Draft EIS properly evaluated the Project's cumulative impacts to biological resources. Any potentially significant impacts to special-status species, such as the burrowing owls, desert tortoise, Coachella Valley fringe-toed lizard, flat-tail horned lizard, and the Palm Springs ground squirrel are addressed and mitigated under the CVMSHCP and THCP, which adequately protect the critical habitat for these species. Therefore, development of the proposed Project in conjunction with other related projects would not eliminate the remaining populations of these special-status species or their habitat.

Response to Comment 8-13

Page 5.3-18 in Section 5.3, Biological Resources of the Draft EIS states that implementation of the Project along with related projects within the Coachella Valley are permitted by General Plans of other jurisdictions. All anticipated growth and cumulative impacts to biological resources have been analyzed by each of these jurisdictions. The CVMSHCP and THCP are intended to address the cumulative impacts on sensitive biological species posed by development throughout the Coachella Valley through the provision of mitigation for regional cumulative biological effects resulting from development within the HCP areas. The Project and all cumulative development would be subject to payment of the CVMSHCP

Conservation Plan Fee or Tribal HCP Conservation Fee, as applicable, in order to reduce impacts to a level of less than significance. Additionally, the Project Site is located within an area of the Coachella Valley that already contains various fragmented habitat, which is why the Project site is not designated for habitat preservation under either HCP. Please refer to **Response to Comment 8-25** for further discussion.

Response to Comment 8-14

As discussed in further detail in **Response to Comment 8-28**, the CVMSHCP and THCP are fully approved habitat conservation plans that contain provisions for mitigation to address project-level and cumulative impacts to biological species. Mitigation Measures identified for the Project can be found on page 5.3-18 and 5.3-19 of the Draft EIS and were made available during the 60-day public comment and review period between November 20, 2014, and January 20, 2015.

Response to Comment 8-15

The comment will be reviewed by the Tribal Council in their consideration of the Record of Decision for the Project. The submitted letter will be included within this Final EIS.

Response to Comment 8-16

The comment identifying Mr. Smallwood's professional qualification is noted, however, it is also noted that Mr. Smallwood's experience is limited to Northern California and does not demonstrate knowledge of the unique environmental and ecological conditions present in the Coachella Valley.

Response to Comment 8-17

The comment states the Project Site represents one of the last open spaces located south of I-10 in the Coachella Valley. This characterization is not correct and demonstrates a lack of familiarity with both existing land use and environmental conditions in the Coachella Valley. Figure 1 as attached to Mr. Smallwood's own letter shows nearly 10,000 acres of undeveloped valley floor land south of I-10 and, in fact, there is much more than 10,000 acres. A large percentage of the open space south of the freeway is protected under the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)⁹ a fact ignored by Smallwood. The United States Fish & Wildlife Service (USFWS) has approved the CVMSHCP (which was reviewed by dozens of professional biologists) indicating adequate valley floor habitat is protected to preserve populations of not only officially listed species but also species of concern.

9 Coachella Valley Multiple Species Habitat Conservation Plan, available online at <http://www.cvmshcp.org/>.

This comment also states that the Coachella Valley is a region known for high species richness. It should be noted that while the greater Coachella Valley region is well known for species richness because of its extremely varied topography, the Project Site and other sand field habitats on the valley floor are not.¹⁰ Their uniformity of substrate, lack of plant form diversity and lack of topographical relief on any scale results in relatively small numbers of vascular plant, invertebrate and vertebrate species compared with most other habitat types in the region.¹¹ While two listed species are known to occur in the Project Site (and were discussed in the **Section 5.3, Biological Resources** of the Draft EIS), the presence of these two species does not indicate a high level of diversity that could be characterized as high species richness.

Response to Comment 8-18

As demonstrated by the responses to the comments in this letter, the Draft EIS contains factual, objective and accurate information regarding the biological resources present on the Project Site and in the Coachella Valley that supports the conclusions presented on the significance of the impacts of the Project on biological resources.

This comment challenges the characterization of the Project Site as being nearly an ecological island bounded on all four sides by paved roadways (three of them carrying high volumes of traffic) and on two sides by residential developments. This statement accurately describes the fact that the site is bordered by existing roadways.

An isolating mechanism, whether a mountain range, river or roadway, functions to reduce or eliminate the movement of plants and animals from one parcel of land to another. This contributes to ecological isolation. This is a widely recognized biological principle that is applicable to the Project Site due to the presence of major roadways on all four edges of the site, which are physical barriers to plant and animal dispersal that surround it.

This comment also does not accurately represent the surveys conducted. For example, surveys were conducted by walking east/west transects at 10-yard intervals through the Project Site. This survey pattern used has been approved by the USFWS for determining the presence or absence of the burrowing owl and desert tortoise and represents an intensive survey effort that resulted in no officially listed or federally protected species being overlooked.

10 Zabriskie, J. 1987. *Plants of Deep Canyon*. University of California, Riverside.

11 Cornett, J. W. 1980. Factors affecting reptile species diversity in the Deep Canyon Transect, Colorado Desert, California. Master's Thesis, California State University, San Bernardino.

Response to Comment 8-19

The presence of threatened or endangered species in no way diminishes the existence of an ecological island. Populations of threatened or endangered species are often found trapped within isolated, island-like environments. Typically, this is why they are threatened or endangered in the first place. This concept is described in papers written by Swartz¹² and MacArthur.¹³

Response to Comment 8-20

This comment indicates the biological surveys performed on the Project Site were inadequate because the time of year the surveys were conducted, in Mr. Smallwood's opinion, at a time of year least likely to result in the detection of special-status species. This opinion does not recognize the unique existing environmental conditions in the Coachella Valley.

For example, the endangered Coachella Valley milkvetch is growing and even blooming by the end of January, reaches its peak bloom in February and begins to decline in March providing there has been adequate rainfall. Young individuals of the officially threatened Coachella Valley fringe-toed lizard are active even in January on clear, calm winter days and all individuals of this species are active by early March. Burrowing owls are easily detected on the valley floor because of unobstructed views, their conspicuous burrows and habit of calling at the approach of threats. It should be noted that all three of these sensitive species were identified on the Project Site, which further demonstrates that the biological surveys were conducted at an appropriate time of year for the detection of sensitive species in the Coachella Valley.

The mammal live-trapping conducted was adequate given the habitat present on the Project Site. Because two sensitive species might possibly be present on site, live trapping was conducted which confirmed the presence of the Palm Springs Ground Squirrel and did not confirm the presence of the Palm Springs Pocket Mouse. Neither of these two species has any federal status. Both are considered Species of Special Concern by the State of California.¹⁴ Even if it is assumed the pocket mouse is present on the site, it is a species addressed by the CVMSHCP, which will result in the preservation of sufficient land to preserve this unlisted subspecies even without inclusion of any Agua Caliente Band of Cahuilla Indians Reservation lands.¹⁵

12 Schwartz, M. W., L. R. Iverson, A. M. Prasad, S. N. Matthews, and R. J. O'Connor. 2006. Predicting extinctions as a result of climate change. *Ecology* 87:1611–1615.

13 MacArthur, Robert H.; Wilson, E. O. *The Theory of Island Biogeography*, (Princeton, New Jersey: Princeton University Press), 1967.

14 Status available at <https://www.dfg.ca.gov/biogeodata/cnddb/pdfs/spanimals.pdf>.

15 Coachella Valley Multiple Species Habitat Conservation Plan, available online at <http://www.cvmshcp.org/>.

This comment offers an opinion on the effect of soil smoothing on animal movement that is not relevant to the sand habitat present in the Coachella Valley. In fact, soil smoothing is typically completed on sites that contain dune sand habitat, rather than the type of habitat found in northern California that Mr. Smallwood is familiar with. As described in the Biological Resources Assessment (see **Appendix C** in the Draft EIS), in an effort to determine if large animal corridors existed on the Project Site special attention was given to observing and identifying animal tracks. In addition, sand sifting and smoothing was done in several areas so that tracks would be more prominent and identifiable. Specifically, a 100 meter long by 1 meter wide sand smoothing transect along the northwest Project Site, along Ramon Road, and a second identical transect along Bob Hope Drive near Dinah Shore Drive was conducted. No indication of wildlife departing or arriving through either transect occurred after inspection. This is a commonly conducted and accepted survey practice in sand dune habitat in the Coachella Valley.

While road kill surveys are not routinely conducted as part of a biological survey program, such surveys were conducted for the Draft EIS. Again, Mr. Smallwood's opinion on when these surveys should have been conducted reflects his experience in Northern California, which is not applicable to the unique ecological conditions in the desert environment of the Coachella Valley.

Response to Comment 8-21

Contrary to the assertion made in this comment, the surveys conducted were not cursory as the following maximum intensity protocols were followed: parallel transects were conducted at 10 meters apart as described for both burrowing owl and desert tortoise.^{16,17}

The point count surveys recommended in this comment are applicable for very large project sites or sites that have obstructed views. These conditions do not, however, apply to the Project Site. It should be noted that this comment does not identify a single sensitive species that was not addressed in the biological resource evaluation. Conducting surveys with acoustic detectors or thermal cameras to detect bats was not necessary because no sensitive bat species roost and hunt over the Project Site due to lack of suitable habitat for roosting or for prey species. Not one bat roost occurred within the Project Site because of the complete absence of topographical relief or large native trees or shrubs. The biological surveys recorded the bat species that were identified flying over the site.

16 California Department of Fish & Game. 2012. Staff Report on Burrowing Owl Mitigation. Natural Resources Agency, State of California.

17 Preparing For Any Action That May Occur Within The Range Of The Mojave Desert Tortoise (*Gopherus agassizii*). United States Fish & Wildlife Service, 2010 Field Season.

The biological surveys conducted did not rely on the California Natural Diversity Database (CNDDDB), as incorrectly stated in this comment, but instead appropriately used this database to develop the exhaustive site survey program that was conducted.

It should also be noted that road kills on surrounding paved roadways were also monitored on all site visits.

Response to Comment 8-22

This comment does not present the full guidance from the USFWS on conducting surveys to determine the presence or absence of desert tortoise. Specifically while the USFWS survey protocol states that it is preferable to conduct surveys during the tortoise's most active periods, which are identified as April through May and September through October, if the survey area is large (over 40 acres) and if the project could affect more than 2 or 3 tortoises. The protocol also notes that surveys outside these periods may be appropriate when only presence/absence needs to be determined.

Specifically, the USFWS guidance states that surveys outside the active period may be appropriate when only a presence/absence determination is necessary and that USFWS staff bases determination of whether the results are valid on a whole suite of factors, including but not limited to the type and condition of habitat, the general location of the survey area, the experience of the surveyors, the time and weather when the survey was conducted, the nature of the year in which the survey occurred (i.e., if it rained a lot, desert tortoises are likely to have been active and are more likely to have left evidence of their presence), how much time surveyors spent at the site, and whether they were conducting a focused survey for tortoises or looking for a suite of biological and/or cultural resources. These factors are considered together to determine whether the surveyors were likely to have found whatever evidence might exist that desert tortoises were present.

As stated in the Biological Resources Assessment (**Appendix C** of the Draft EIS) prepared for the Project, the CNDDDB (March, 2014) has no records of the tortoise on or within one mile of the Project Site. Based on this information indicating the lack of observance of the desert tortoise in the general vicinity of the site, and the location of the site and the type and condition of the habitat available, the likelihood of the desert tortoise being present on the site was considered low. Nonetheless, as reported in the Biological Resources Assessment, surveys were conducted by walking east/west transects at 10-yard intervals through the Project Site. This survey pattern used has been approved by the USFWS for determining the presence or absence of the burrowing owl and desert tortoise in the Coachella Valley and represents an intensive survey effort that resulted in no officially listed or federally protected species being overlooked. However, no evidence of any kind (e.g. shells, bones, scutes, limbs, burrows, pellets, scats, egg shell fragments, tracks, courtship rings, drinking sites, mineral licks, etc.) was found and no direct

observations were made. In addition, it should be noted that the Draft EIS was provided to both the USFWS and the CDFW for review and neither agency submitted comments recommending additional surveys. The surveys conducted for the desert tortoise were adequate and support the conclusions reached on the presence or absence of sensitive species on the Project Site.

Response to Comment 8-23

The Project Site offers no water, no shelter and no food for migratory bird species while the existing country clubs that lie along the entire western and southern boundaries of the Project Site offer more favorable conditions. Due to the lack of water, shelter and food on the Project Site, the Project Site does not serve as a potentially significant stop-over location for migratory birds.

Response to Comment 8-24

This comment is based on the unsupported premise that there is a band of open space located south of the I-10 that facilitates wildlife movement and also links approximately 2,500 acres of habitat area located south of the Project Site with other open space areas. Based on the existing pattern of development this is clearly not the case. As clearly shown on the aerial photograph included in Mr. Smallwood's letter, there are major arterial streets and a dense connected pattern of development south of the I-10. There is not 2,500 acres of natural habitat located south of the Project Site. South of Dinah Shore Drive, which is the southern boundary of Section 24 and west of Bob Hope Drive the area is completely developed. The section of land located between Gerald Ford Drive, Monterey Avenue, Frank Sinatra Drive and Bob Hope Drive is vacant but is surrounded by development and not linked to the Project Site or any other nearby undeveloped areas. The Project Site is located at the extreme southern end of the band of undeveloped land referenced in this comment and existing major arterial roads and development are located between the site and the I-10 to the east, precluding any wildlife movement from the south or east that would use the site to travel west. The intent of the HCPs is to allow development, such as the Section 24 Specific Plan Project, to proceed elsewhere in the valley while preserving sufficient habitat to assure the survival of both sensitive and common plant and wildlife species. For these reasons, as presented in the Biological Resources Assessment and in **Section 5.3** of Draft EIS, the Project Site does not serve as part of a corridor between open space areas. In addition, due to the existing habitat conditions, including the lack of water, shelter or food for wildlife species, wildlife movement through the site has determined to be minimal, as documented by the biological surveys conducted.

Response to Comment 8-25

This comment offers an opinion regarding the analysis of potential cumulative impacts to biological resources provided in the Draft EIS, but does not offer any information or analysis to support this

opinion. This comment implies that the conclusion on cumulative impacts is the only information provided, when this is not the case. This conclusion is based on the information discussed on page 5.3-18 in Section 5.3 of the Draft EIS. First, it should be noted that this discussion begins with the statement that the Project, in conjunction with other related projects in the area, as well as the additional growth permitted by the City of Rancho Mirage General Plan and the General Plans of the other jurisdictions in the Coachella Valley will result in cumulative impacts to biological resources. This discussion then addresses the comprehensive analysis and natural resource planning included in the CVMSHCP and the Agua Caliente Tribal Habitat Conservation Plan (THCP). The plans provide for mitigation of regional cumulative biological effects resulting from development within the HCP areas by establishing dedicated conservation areas with stringent development restrictions. The intent of the HCPs is to allow development, such as the Section 24 Specific Plan Project, to proceed elsewhere in the valley while preserving sufficient habitat to assure the survival of both sensitive and common plant and wildlife species. In this manner, compliance with the HCPs ensure that cumulative impacts to biological resources are mitigated to a level considered less than significant.

As discussed in the **Response to Comment 8-24**, the Project Site is located in a portion of the Coachella Valley where the existing pattern of development has already resulted in the type of fragmentation of habitat discussed in this comment. This is the primary reason why the CVMSHCP and THCP identify large areas of natural habitat elsewhere in the Coachella Valley that has not been fragmented by development for preservation.

Response to Comment 8-26

As stated in the Draft EIS, the THCP has been approved by the Agua Caliente Tribal Council and is being implemented by the Tribe. The THCP identifies conservation areas within the Reservation sufficient in size and habitat quality to mitigate the impact of development on other land within the Reservation.

Response to Comment 8-27

This comment is incorrect in stating the CVMSHCP and THCP are not approved. The CVMSHCP is fully approved and, as stated above, the THCP has been approved by the Agua Caliente Tribal Council.

Response to Comment 8-28

The biologist who conducted the surveys and prepared the Biological Resources Assessment has been conducting burrowing owl surveys since 1973, longer than any other actively working biological consultant in California. Furthermore, his credentials have been accepted by both the USFWS and CDFW. A curriculum vitae detailing Mr. Cornett's credentials and expertise is attached to **Appendix 4.0** of this Final EIS.

This comment suggests that the mitigation for the burrowing owl is inadequate because does not specify relocation details in the event that burrowing owls are found during pre-construction surveys. To the contrary, the Biological Resources Study goes into detail regarding this issue on pages 20 and 21 (see **Appendix C** in the Draft EIS). It is up to the USFWS and the CDFW as to the disposition of any burrowing owls found during preconstruction surveys.

Response to Comment 8-29

A buffer area cannot be established until the preconstruction survey has been completed and burrowing owls are found to be present on the site. Burrowing owls, migrate, relocate and abandon burrows. Where they are today is not necessarily an indication where they will be in the future. This is the reason the preconstruction surveys will be conducted. If burrowing owls are present, as required in Mitigation Measure **MM 5.3-2**, all appropriate mitigation recommended in the California Department of Fish and Game (CDFG) 2012 Staff Report on Burrowing Owl Mitigation will be applied as appropriate and necessary to avoid impacts to burrowing owls.

UNION PACIFIC RAILROAD
1400 Douglas Street, Stop 1580
Omaha, Nebraska 68179

Patrick R. McGill/UPC Senior Counsel-Real Estate, Law Dept.

P 402 544 5761
F 402 997 3603
prmcgill@up.com

January 19, 2015

VIA EMAIL ONLY

Margaret Park, AICP
Director of Planning and Natural Resources
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, California 92264
mpark@aguacaliente-nsn.gov

Re: Comments to Notice of Section 24 Specific Plan, Draft Environmental Impact Statement, in Rancho Mirage, California (the "Project")

Dear Ms. Park:

Thank you for allowing Union Pacific Railroad Company ("UP") the opportunity to submit the following comments in response to the notice on the above-referenced Project.

UP is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, UP owns and operates rail main lines connecting San Francisco to Sacramento and points east and north, and to Los Angeles and points east and southeast. UP is the largest rail carrier in California in terms of both mileage and train operations. UP's rail network is vital to the economic health of California and the nation as a whole and its rail service to customers in the Rancho Mirage Area is crucial to the future success and growth of those customers.

The proposed Project location is adjacent to UP's Yuma Sub. Any land planning decisions should consider that train volumes near the Project area may increase in the future. UP also asks that the Agua Caliente Band of Cahuilla Indians Tribe (the "Tribe") and the Project developers keep in mind that this is a vital and growing rail corridor and nearby land uses should be compatible with this continuing rail use.

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www.up.com



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Agua Caliente Band of Cahuilla Indians
January 19, 2015

Increased Traffic Impact

An increase of pedestrian and vehicular traffic may conflict with train operations by causing trains to proceed more slowly through the City of Rancho Mirage, and/or make more frequent emergency stops, which would make rail service less effective and efficient. Any increase in traffic from the Project may also render inadequate the current safety devices in place on nearby at-grade crossings, if any. Should this Project be approved, UP requests that the Tribe examine any increase in vehicular and pedestrian traffic and implement appropriate mitigation measures to the Project. UP also suggests the Tribe and City of Rancho Mirage consider holding railroad and crossing safety presentations, such as Operation Lifesaver, for the public on an appropriate basis.

3

Trespassing

Any increase in pedestrian traffic will increase the likelihood of trespassing onto the railroad right-of-way. UP requests that the Tribe examine the Project impacts associated with the increased likelihood of trespassing and set forth appropriate mitigation measures. In particular, the developer should install barrier walls or block fences, pavement markings and/or "no trespassing" signs designed to prevent individuals from trespassing onto the railroad tracks. Buffers and setbacks should also be required adjacent to the right-of-way.

4

Noise and Vibration Impact

UP's 24-hour rail operations generate the noise and vibration one would expect from an active railway, and UP is required to sound its locomotive horns pursuant to state and federal law. Any increase in pedestrian and vehicular traffic may result in additional horn use by UP employees. UP requests that, as a mitigation measure, the developer should disclose to the general public, including new businesses and homeowners of the proposed Project, the daytime and nighttime noise levels naturally occurring with UP's long-standing freight rail service, as well as the pre-existing and predictably-occurring vibration. These disclosures should note UP's anticipation that train volume may increase in the future. The Project's development plans should also include appropriate mitigation measures, such as construction of sound barrier walls or landscape buffers, and/or use of sound-proofing materials and techniques.

5

UP appreciates the developer and the Tribe giving due consideration to the above concerns, as this proposed Project may result in impacts to land use and public safety. Please give notice to UP of all future hearings and other matters with respect to the Project as follows:

Kristian J. Ehrhorn, Senior Manager – Real Estate
Union Pacific Railroad Company
1400 Douglas Street - STOP 1690
Omaha, NE 68179
kjehrhorn@up.com

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Agua Caliente Band of Cahuilla Indians
January 19, 2015

Please do not hesitate to contact the undersigned if you have any questions or concerns.

Sincerely,



Patrick R. McGill
Senior Counsel
Union Pacific Railroad Company

cc: Kristian Ehrhorn

Comment Letter No. 9

Union Pacific Railroad Company
Patrick R. McGill
Senior Counsel
1400 Douglas Street, Stop 1580
Omaha, Nebraska 68179

Response to Comment 9-1

Page 4.0-8 within **Section 4.0, Environmental Setting** notes that the Union Pacific Railroad (UPRR) is located approximately 725 feet (or 0.14 miles) north/northeast of the Project Site, north of Ramon Road. The Project Site is not, therefore, adjacent to the rail line as indicated in this comment. Due to the distance of the Project Site from the UPRR transportation corridor, any increases in train volumes would not directly impact the residents/employees within the Project Site, as presented in the analysis in **Section 5.9, Land Use and Planning**, and **Section 5.10, Noise**.

Response to Comment 9-2

While the Project Site is not directly adjacent to the I-10/UPRR corridor, design of the Project considered its close proximity to the I-10/UPRR transportation corridor. The Project's retail and resort land uses would be located along Dinah Shore Drive, Ramon Road, and Bob Hope Drive. As discussed in **Section 5.9, Land Use and Planning** and **Section 5.10, Noise**, the land uses and projected noise levels within the Project Site would be compatible with those uses along the I-10/UPRR corridor. Therefore, the combination of the Project Site's 725 foot distance to the railroad and the proposed layout of land uses would result in compatibility with the I-10/UPRR transportation corridor.

Response to Comment 9-3

Based on the location and characteristics of the rail line in relation to the Project Site, the Project will not result in the need for train operations to reduce speed. The UPRR transportation corridor is located approximately 725 feet (or 0.14 miles) north/northeast of the Project Site. Access across the UPRR transportation corridor within the vicinity of the Project occurs via above grade, or overhead, street and sidewalk crossings. Pedestrians and vehicles associated with the Project would cross the UPRR transportation corridor via Bob Hope Drive, Ramon Road, Date Palm Drive, and Monterey Avenue and would not impact the daily operations of the Union Pacific Railroad. No at-grade crossings are in the immediate vicinity of the Project Site. No significant traffic impacts related to railroad operations were identified, and as such, no additional mitigation would be required.

Response to Comment 9-4

As previously noted, the Project Site is not directly adjacent to the UPRR transportation corridor and is approximately 725 feet south/southwest from the closest point to the railroad tracks. Any pedestrians associated with the Project would have to cross over the four above-grade crossings along Bob Hope Drive, Ramon Road, Date Palm Drive, and Monterey Avenue to gain access to other side of UPRR corridor. As pedestrian traffic would be directed above-grade, trespassing along the railroad tracks would be less likely. Cumulative projects located adjacent to the UPRR, such as the Section 19 Specific Plan Project, would implement similar design features such as barrier walls or block fences, to minimize the likelihood of trespassing onto the railroad right-of-way. Due to the distance of the Project from the railroad right-of-way and the adequate number of above grade crossings for pedestrians, no significant impacts would occur and no mitigation would be required.

Response to Comment 9-5

The UPRR anticipates an increase in rail operations which would result in the likely increase in noise and vibration levels along the railroad corridor. Pages 5.10-9 through 5.10-12 of **Section 5.10, Noise** of the Draft EIS identify that predominant ambient noise levels are attributed to roadway noise surrounding the Project Site and traffic associated with the I-10. Page 5.10-12 of **Section 5.10, Noise** identifies that the existing ground vibration environment within the Project vicinity would be below perceptible levels.

Noise generated by the event of a single train passing is dominated primarily by the train horn and secondarily by the train engines and cars. Train horns are required by the Federal Railroad Administration (FRA) to produce a minimum sound level of 96 dBA as measured from 100 feet from the train.¹⁸ The frequency of the trains on the UPRR tracks is estimated to be one train every 15 minutes with trains taking approximately three to five minutes to pass. The typical average noise attenuation for rail noise, a line source, is 3 dB per doubling of distance. Instantaneous noise levels at the closest edge of the Project Site would likely be 87 dBA and 84 dBA at the Active Adult Community. As discussed in **Section 5.10**, the sound levels from vehicle traffic along Ramon Road and Bob Hope Drive would result in a 24 hour average of 72.1 to 77.6 dBA and 74.6 to 76.3 dBA, respectively. The instantaneous noise levels from rail operations would not result in a substantial increase in the average 24 hour noise levels that would exceed the acceptable interior and exterior noise levels for the land uses proposed on the Project Site.

18 Code of Federal Regulations, Title 49, Part 229.129(a) – Railroad Locomotive Safety Standards.

The proposed land use plan would ensure that compatible land uses would be located adjacent to one another and that noise sensitive land uses such as residential would be protected from noise impacts by locating them away from high noise sources such as the I-10/UPRR corridor and traffic along the adjacent major arterials (Dinah Shore Drive and Bob Hope Drive). For example, retail and resort land uses have been located along Dinah Shore Drive, Ramon Road, and Bob Hope Drive for maximum exposure, but also because these uses would be more compatible with the vehicular noise levels along these roadways. Placing the retail and resort land uses along the major roadway frontages would also provide a noise buffer for the residential uses that would be developed in the Mixed Use Core and Residential Planning Areas.

The FTA criteria for frequent vibration events from transit is 72 VdB.¹⁹ Freight trains traveling at 50 miles per hour can generate vibration levels of 90 VdB at 25 feet. Vibration levels only attributed to train operations would not be noticeable as a result of the distance from the Project Site to the railroad right-of-way. Therefore, no vibration impacts would occur and no mitigation would be necessary.

Refer to **Section 5.10, Noise**, for a detailed noise analysis and the Project's Design Features and Mitigation Measures that would reduce noise level impacts at the Project Site.

Response to Comment 9-6

The Tribe will provide notice to the Union Pacific Railroad Company of public meetings to consider this Project as requested.

19 U.S. Department of Transportation, Federal Railroad Administration, High-Speed Ground Transportation Noise and Vibration Impact Assessment, <https://www.fra.dot.gov/Elib/Document/2680>, (September 2012).

4 p.m. December 17, 2014 Meeting

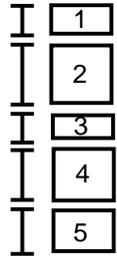
Agua Caliente Casino Cahuilla Room B

32-250 Bob Hope Drive

Regarding Section 24

The following are the questions and issues of concern to Mira Vista Homeowners:

1. Timeline for Construction
2. Where will construction entrance be – if on Los Alamos at what point and how will it impact the front entrance of Mira Vista (we would prefer construction entrance to not be on Los Alamos)
3. Will Los Alamos be turned into a 4 lane road before construction begins? If not when?
4. We are not eager to have the development's back gate directly across from the Mira Vista entrance, can/will this be moved?
5. We feel that there needs to be a stop light with directional areas in front of Mira Vista (not a stop sign).



Comment Letter No. 10

Mira Vista Homeowners
Carol Trentacosta
Board Member
98 Via Bella
Rancho Mirage, CA 92270

Response to Comment 10-1

As discussed in **Section 3.0, Project Description**, the Project is anticipated to be developed in two phases. The Active Adult Community is estimated to start construction in late fourth quarter of 2015 and would require six to eight years to complete, with an estimated completion date for 2022. The second phase of construction involves the development of the Tribal Planning Areas. While there is currently no established timeframe, buildout of the Tribal Planning Areas is projected for 2035.

Response to Comment 10-2

The construction entrance would initially be from Los Alamos Road. Dinah Shore is heavily travelled and access is not currently available from Ramon Road or Bob Hope Drive. As discussed in **Section 5.14, Traffic and Transportation** of the Draft EIS Mitigation Measure **MM 5.14-1** requires that each individual project proponent prepare and submit a detailed construction traffic management plan to the Tribe, City, and/or County for review and approval, as applicable. The construction traffic management plan would be required to identify construction entrances and measures to maximize traffic flow conditions around the Project Site. As discussed throughout the Draft EIS, construction hours would conform to the appropriate jurisdiction's Municipal Code, either the City (7:00 AM to 7:00 PM except on Sundays) or the County of Riverside Municipal Code (7:00 AM to 7:00 PM weekdays and 8:00 AM to 5:00 PM on Saturdays). As the Project is built out, the project proponent would explore other feasible opportunities for construction access to the Project Site.

Response to Comment 10-3

The scope and timing of the ultimate buildout of Los Alamos Road would be outlined within the conditions of approval for the Project tentative map. These conditions of approval would be prepared by the governing agency, either the Tribe, the City, and/or the County, as part of the map approval process.

Response to Comment 10-4

Access to the Project Site was addressed in the Draft EIS in **Section 5.14**, on page 5.14-21. The Project's access point from Los Alamos Road at Via Bella (Intersection 8) would not serve as the primary access

point to the Project Site and would account for approximately 43 percent of the traffic generated by the Active Adult Community. The primary access point would be from Dinah Shore Drive, opposite the existing signalized access to the Westin Mission Hills Golf Resort, with secondary access to Bob Hope Drive via Casino Drive. As discussed in **Section 5.14** of the Draft EIS, the intersection at Los Alamos Road at Via Bella would operate at a Level of Service (LOS) A during both peak hours for the major street left turn and LOS B during both peak hours for the minor street approach under Full Project Development conditions. A traffic signal warrant analysis was performed for all proposed intersections, and due to the projected LOS at this intersection, signalization of the intersection is not warranted (see Appendix 4 of the Traffic Study [**Appendix G** of the Draft EIS]).

Response to Comment 10-5

Please refer to Response 10-4 above regarding the access point to the Project Site at Los Alamos Road. As it has been determined that the intersection of Los Alamos Road at Via Bella would operate at acceptable conditions for both the major street left turn and minor street approach (LOS A and B, respectively) with full development of the Project, a traffic control signal would not be necessary.

C. PUBLIC MEETING COMMENTS AND RESPONSES

The following subsection contains the comments, identified in **Table 2.0-1**, collected from the public meeting that was held by the Indian Planning Commission on December 17, 2014, at the Agua Caliente Casino Resort Spa Cahuilla Room B, located at 32-250 Hope Drive in Rancho Mirage. The individual comments have been bracketed and numbered for ease of reference. The comments are followed by written responses to the comments numbered to correspond to the numbered comment.

8 MS. TRENTACOSTA: Carol Trentacosta. My
9 address is 98 Via Bella in Rancho Mirage, and I'm a
10 member of the Mira Vista board of directors, and I'm
11 here representing the board as well as our homeowners.
12 And we're actually quite happy that there's going to be
13 some development in that area, and we just would like
14 to understand it a little bit better.

1

15 The concern we have in looking at the plan is
16 that the rear gate for the development from Pulte is
17 going to be directly across from our entry gate, and
18 we're a little concerned about that. It features right
19 now just a stop sign, and we don't think that a stop
20 sign would be sufficient, if they're directly across
21 from each other, and we're thinking that stoplights
22 with directional arrows would be more appropriate.

2

23 We also realize that you're going to be
24 improving Los Alamos and having it a four-lane road.
25 We were wondering if that's going to be before the
1 construction? After the construction? At what time
2 point?

3

3 We'd also like to know where the construction
4 entrance would be for the development and how that
5 would impact our community. And we'd like to better
6 understand the timeline for the construction.

4

5

7 So those are our questions, and if you could
8 answer some of those.

6

Public Comment No. 1

Mira Vista Homeowners
Carol Trentacosta
Board Member
98 Via Bella
Rancho Mirage, CA 92270

Response to Public Comment 1

The comment identifying the representation of Carol Trentacosta on behalf of the Mira Vista Homeowners Association (HOA) in regards to the Project is noted. The information in the EIS, including this comment in support of the Project as proposed, will be reviewed and considered by the Tribal Council.

Response to Public Comment 2

The comment suggests that a signalized intersection at Los Alamos Road at Via Bella (Intersection 8) would be necessary upon buildout of the Active Adult Community. Access to the Project Site was addressed in the Draft EIS in **Section 5.14**, on page 5.14-21. This intersection is located across directly across the street from the main entrance to the Mira Vista HOA and currently features a stop sign for traffic control. As discussed in detail in **Response to Comment 10-4**, the traffic signal warrant analysis performed for this intersection identified that a traffic signal is not warranted (see Appendix 4 of the Traffic Study [**Appendix G** of the Draft EIS]).

Response to Public Comment 3

As stated in **Response to Comment 10-3**, the scope and timing of the ultimate buildout of Los Alamos Road would be outlined within the conditions of approval for the Project tentative map. These conditions of approval would be prepared by the governing agency, the Tribe, the City, and/or the County, as part of the map approval process.

Response to Public Comment 4

As discussed in detail in **Response to Comment 10-2**, the construction entrance for the Project would initially be from Los Alamos Road. Individual project proponents would prepare and submit a detailed construction traffic management plan to the Tribe, City, and/or County for review and approval, as applicable. The construction traffic management plan would be required to identify construction entrances and measures to maximize traffic flow conditions around the Project Site. The Project's potential access impacts to the adjacent residential uses were identified as less than significant.

Response to Public Comment 5

As discussed in **Section 3.0, Project Description**, the Project is anticipated to be developed in two phases. The Active Adult Community is estimated to start construction in late fourth quarter of 2015 and would require six to eight years to complete, with an estimated completion date for 2022. The second phase of construction involves the development of the Tribal Planning Areas. While there is currently no established timeframe, buildout of the Tribal Planning Areas is projected for 2035.

Response to Public Comment 6

The Tribe acknowledges the concerns of the Mira Vista HOA in regards to implementation of the Project. These concerns are addressed by the responses to the comments from the public meeting, as well as Comment Letter No. 10, and will be reviewed and considered by the Tribal Council.

14 MR. PENNYCOOK: Rod Pennycook. 31 Via Bella
15 in the community adjacent to the development. I have a
16 lot of the same questions and concerns that Carol has.

17 I think to assess -- to properly get an
18 indication of what the questions would be, Carol's
19 questions about the timeline development, how long
20 would be construction-period noise, all those things --
21 until we can get some feedback on that, it's very
22 difficult, you know, to understand what the impact will
23 be, whether construction's going to be a year, two
24 years, five years -- it's difficult to tell.

25 And so the access in and out, will that be --
1 if the access directly across from our gate is going to
2 be the heavy trucks, and if that's going to be a main
3 entrance in and out, that's obviously going to be a
4 large concern to the community.

5 So all those questions are interrelated. So
6 if we can't get a response today, I'm wondering if
7 maybe we can get an indication of when we could have an
8 opportunity to discuss those and hear what the
9 responses would be?

7

8

9

10

Public Comment No. 2

Rod Pennycook
31 Via Bella
Rancho Mirage, CA 92270

Response to Public Comment 7

The Tribe acknowledges the concerns Rod Pennycook has regarding the Project. These concerns are similar to those presented by Carol Trentacosta on behalf of the Mira Vista Homeowners Association (HOA) within Public Comment No. 1. Please refer to **Responses to Public Comment No. 1** above for additional information.

Response to Public Comment 8

The comment suggests concern over the Project's construction schedule and specifically the noise impacts that would result. As stated in **Response to Comment 10-1**, the Project is anticipated to be developed in two phases. The Active Adult Community is estimated to start construction in late fourth quarter of 2015 and would require six to eight years to complete, with an estimated completion date for 2022. The second phase of construction involves the development of the Tribal Planning Areas. While there is currently no established timeframe, buildout of the Tribal Planning Areas is projected for 2035.

With respect to construction access to the site, **Section 5.14, Traffic and Transportation** of the Draft EIS identifies Mitigation Measure **MM 5.14-1**, which requires that each individual project proponent prepare and submit a detailed construction traffic management plan to the Tribe, City, and/or County for review and approval, as applicable. Therefore, construction activities would comply with the appropriate jurisdiction's regulations and requirements, as appropriate, to ensure construction access impacts are less than significant. As the Project is built out, the project proponent would explore other feasible opportunities for construction access to the Project Site.

As the Project would be developed in various phases through 2035, noise impacts related to construction activities would vary in location, intensity, duration. As discussed throughout the Draft EIS, construction hours would conform to the appropriate jurisdiction's Municipal Code, either the City (7:00 AM to 7:00 PM except on Sundays) or the County of Riverside Municipal Code (7:00 AM to 7:00 PM weekdays and 8:00 AM to 5:00 PM on Saturdays), as appropriate..

Response to Public Comment 9

As discussed in **Response to Public Comment 8** and **Response to Comment 10-2** above, the construction entrance would initially be from Los Alamos Road. A construction traffic management plan, which was

previously described above, would be required from each individual project proponent to identify construction entrances and measures to maximize traffic flow conditions around the Project Site. Haul trucks traveling to and from the site would operate under those conditions identified within the construction traffic management plan, as approved by the appropriate jurisdiction. As the Project is built out, the project proponent would explore other feasible opportunities for construction access to the Project Site. Impacts to the adjacent residential communities would be less than significant.

Response to Public Comment 10

The responses to these comments are demonstrated above. This Final EIS for the Project will be made available to those potentially impacted or interested parties prior to the Record of Decision made by the Tribal Council. The comments presented by Mr. Pennycook are noted by the Tribe.

3.0 REVISIONS TO THE DRAFT EIS

The Tribe, acting as the Lead Agency for the planning and environmental review of this Project, under Agua Caliente Tribal Environmental Policy Act (TEPA) (Tribal Ordinance No. 28), has also decided to prepare this Environmental Impact Statement (EIS) in compliance with the California Environmental Quality Act (CEQA). In accordance with the CEQA Guidelines § 15132 (a), this Section of the Final EIS provides changes to the Draft EIS that have been made to clarify, correct or supplement the environmental impact analysis for the Project. Such changes are a result of recognition of inadvertent errors or omissions as well as public and agency comments received in response to the Draft EIS. The changes described in this section do not result in any new or increased significant environmental impacts that would result from the Project.

Provided below are corrections and additions to the Draft EIS, including where appropriate, the associated technical appendices. Changes are identified below by the corresponding Draft EIS section and subsection, if applicable, and the page number. Additions are underlined and deletions are shown in strikethrough (~~strikethrough~~) format.

Section 1.0.B.1 Introduction

The following revision has been made to clarify language and proper characterization.

<u>Page</u>	<u>Revision</u>
1.0-3	The NOI also provided notice of the public scoping meetings the Tribe held on February 14 <u>12</u> , 2014, at 4:00 PM and 7:00 PM, at the Agua Caliente Casino Resort Spa, located at 32-250 Bob Hope Drive in Rancho Mirage.

Section 2.0.F Summary

The following revision has been made to clarify language and proper characterization.

<u>Page</u>	<u>Revision</u>
2.0-26	MM 5.4-1 Prior to the start of any ground disturbing activities within the Project Site the Agua Caliente Band of Cahuilla Indians (Tribe) Tribal Historic Preservation Officer (THPO) shall be notified of the pending activities. A qualified archaeologist shall coordinate with the THPO during the drafting for the archaeological monitoring plan and <u>the plan shall allow for the archaeologist in consultation with the THPO to determine the</u>

~~timing of when~~ monitoring is no longer necessary. During earth moving disturbances that involve excavation activities, if there is any evidence of Native American resources (significant or otherwise), the THPO will be notified and construction activities modified in accordance with the archaeological monitoring plan.

The following revision has been made to reflect the changes made in **Section 5.6, Greenhouse Gases**.

<u>Page</u>	<u>Revision</u>
2.0-33	Project operational GHG emissions for the Active Adult Community, Tribal Planning Areas, and Combined Development would be 8,879.398,882.84 , 39,326.09, and 45,899.9446,480.7 metric tons of carbon dioxide equivalents (MTCO ₂ e) per year, respectively.

The following revision has been made to address a minor and necessary text edit within the Section subtitle within **Table 2.0-1**.

<u>Page</u>	<u>Revision</u>
2.0-64	Project Design Feature 5.15.1-4 will ensure that all future wells developed on-site would be constructed consistent with the CVWD Development Design Manual, <u>and if groundwater testing for total chromium prior to installation indicates that the groundwater exceeds US Environmental Protection Agency (USEPA) Maximum Contaminant Level (MCL), the water wells would provide treatment to reduce the level of chromium below the USEPA MCL.</u>

Section 3.C.6 Project Description

The following revision has been made to clarify the Project Site’s proposed water wells.

<u>Page</u>	<u>Revision</u>
3.0-20	<u>The seven proposed wells would be constructed consistent with the CVWD Development Design Manual. Groundwater testing for total chromium will be undertaken prior to construction to determine if the groundwater exceeds USEPA MCL, and if the USEPA MCL is exceeded, the wells will provide treatment to reduce the level of chromium below the EPA MCL.</u>

Section 3.D Project Description

The following revision has been made to clarify language and proper characterization.

Page _____ **Revision**

3.0-35

Table 3.0-2
Intended Uses of the EIS

Potential Lead and/or Lead Agency under TEPA	Potential Action
Agua Caliente Band of Cahuilla Indians	<ul style="list-style-type: none"> • Record of Decision of EIS • Approval of the Section 24 Specific Plan • Adoption of the Section 24 Specific Plan • Parcel Map to Reconfigure Allottee Parcels • Consent to Annexation • Approval of Tentative Tract Maps and permits for future project development in the Tribal Planning Areas (Planning Areas 1 through 7)
Potential Lead and/or Responsible Agencies	Potential Action
City of Rancho Mirage	<ul style="list-style-type: none"> • Certification of EIS • Adoption of the Section 24 Specific Plan • Approve Request for Annexation • Approval of Tentative Tract Maps and permits for future project development in the Active Adult Community (Planning Area 8)
Local Agency Formation of Riverside County	<ul style="list-style-type: none"> • Approve Annexation of the Project Site into the City of Rancho Mirage
<u>Coachella Valley Water District</u>	<ul style="list-style-type: none"> • <u>Approve Construction and Specifications Plans for CVWD service infrastructure</u>

Section 5.2.B.4 Air Quality

The following revision has been made to update the calculations for construction emissions related to implementation of the Active Adult Community.

Page _____ **Revision** _____

5.2-30

Table 5.2-6
Active Adult Community Construction Emissions

Source	Pollutant (pounds/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Year 2015						
Maximum	1.09 <u>1.07</u>	20.41 <u>20.43</u>	39.37 <u>39.13</u>	0.06 <u>0.06</u>	6.80 <u>6.80</u>	3.76
SCAQMD threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Year 2016						
Maximum	3.64 <u>4.06</u>	29.72 <u>37.54</u>	59.26 <u>70.08</u>	0.10 <u>0.12</u>	3.48 <u>3.82</u>	1.53 <u>1.62</u>
SCAQMD threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Year 2017						
Maximum	72.96 <u>73.07</u>	1.57 <u>1.57</u>	7.05 <u>6.13</u>	0.01 <u>0.01</u>	0.24 <u>0.24</u>	0.08
SCAQMD threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Year 2018						
Maximum	73.03 <u>72.93</u>	1.52	6.57 <u>5.73</u>	0.01	0.24	0.08
SCAQMD threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Year 2019						
Maximum	73.00 <u>72.90</u>	1.49	6.21 <u>5.43</u>	0.01	0.24	0.08
SCAQMD threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Year 2020						
Maximum	73.98 <u>73.89</u>	11.35	22.68	0.04 <u>0.03</u>	0.32	0.13
SCAQMD threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Year 2021						
Maximum	73.96 <u>73.87</u>	11.33	23.30 <u>22.49</u>	0.04 <u>0.03</u>	0.32	0.13
SCAQMD threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source	Pollutant (pounds/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Year 2022						
Maximum	72.94 72.86	1.42	5.544 .87	0.01	0.24	0.08
SCAQMD threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: Refer to the data sheets in ~~Appendix 3.0XXB, Air Quality Air Quality – Supplemental Emission Modeling Information and Greenhouse Gas Emissions Modeling,XXX~~

Abbreviations: CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; VOC = volatile organic compound; SCAQMD = South Coast Air Quality Management District; SOx = sulfur oxide.

The following revision has been made to update the calculations for operational emissions related to implementation of the Active Adult Community.

Page **Revision**

5.2-32

Table 5.2-7
Active Adult Community Operational Emissions

Source	Pollutant (pounds/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Maximum	106.84 102.78	49.98	309.80	0.43 0.41	26.19	8.74
SCAQMD threshold	75	100	550	150	150	55
Threshold exceeded?	Yes	No	No	No	No	No

Source: Refer to the data sheets in ~~Appendix B3.0, Air Quality – Supplemental Emission Modeling Information and Greenhouse Gas Emissions Modeling.~~

The following revision has been made to update the calculations for construction emissions related to implementation of both the Active Adult Community and Tribal Planning Areas.

Page **Revision**

5.2-35

Table 5.2-10
Combined Construction Emissions

Source	Pollutant (pounds/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Year 2015						
Maximum	1.099	20.43	39.37 37	0.06	6.91 6.80	3.78 3.76
SCAQMD	75	100	550	150	150	55

Source	Pollutant (pounds/day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
threshold						
Threshold Exceeded?	No	No	No	No	No	No
Year 2016						
Maximum SCAQMD	<u>9.9516.83</u>	<u>36.6372.18</u>	<u>131.31236.37</u>	<u>0.190.34</u>	<u>12.667.23</u>	<u>3.732.85</u>
threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Year 2017						
Maximum SCAQMD	<u>259.64278.94</u>	<u>6.2282.06</u>	<u>54.84326.90</u>	<u>0.090.53</u>	<u>7.7111.70</u>	<u>2.084.26</u>
threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No
Year 2018						
Maximum SCAQMD	<u>259.23276.77</u>	<u>5.7877.86</u>	<u>50.00302.85</u>	<u>0.090.53</u>	<u>7.7111.66</u>	<u>2.084.22</u>
threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No
Year 2019						
Maximum SCAQMD	<u>258.91275.13</u>	<u>5.4274.31</u>	<u>46.37284.92</u>	<u>0.090.52</u>	<u>7.7111.62</u>	<u>2.084.19</u>
threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No
Year 2020						
Maximum SCAQMD	<u>260.21273.64</u>	<u>15.0369.95</u>	<u>61.06268.62</u>	<u>0.120.52</u>	<u>7.8711.57</u>	<u>2.154.15</u>
threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No
Year 2021						
Maximum SCAQMD	<u>260.02263.03</u>	<u>14.8221.49</u>	<u>59.01100.22</u>	<u>0.120.21</u>	<u>7.874.62</u>	<u>2.151.53</u>
threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No
Year 2022						
Maximum SCAQMD	<u>258.31261.18</u>	<u>4.7711.30</u>	<u>39.5279.01</u>	<u>0.090.18</u>	<u>7.714.54</u>	<u>2.081.48</u>
threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No

Note: Refer to the data sheets in **Appendix 3.0B, Air Quality – Supplemental Emission Modeling Information and Greenhouse Gas Emissions Modeling**.

Abbreviations: CO = carbon monoxide; NOx = nitrogen oxide; PM10 = particulate matter less than 10 microns; PM2.5 = particulate matter less than 2.5 microns; VOC = volatile organic compounds; SCAQMD = South Coast Air Quality Management District; SOx = sulfur oxide.

Section 5.4.C Cultural Resources

The following revision has been made to clarify language and proper characterization of **MM 5.4-1**.

<u>Page</u>	<u>Revision</u>	
5.4-18	MM 5.4-1	Prior to the start of any ground disturbing activities within the Project Site, the Agua Caliente Band of Cahuilla Indians (Tribe) Tribal Historic Preservation Officer (THPO) shall be notified of the pending activities. A qualified archaeologist shall coordinate with the THPO during the drafting for the archaeological monitoring plan and <u>the plan shall allow for the archaeologist in consultation with the THPO to determine the timing of when monitoring is no longer necessary.</u> During earth moving disturbances that involve excavation activities, if there is any evidence of Native American resources (significant or otherwise), the THPO will be notified and construction activities modified in accordance with the archaeological monitoring plan.

Section 5.5.C Geology and Soils

The following revisions has been made to clarify language and proper characterization.

<u>Page</u>	<u>Revision</u>	
5.5-18	MM 5.5-1	As part of final design development, a detailed geotechnical and soils investigation shall be conducted by a registered engineering geologist for review and approval by the City of Rancho Mirage Building and Safety Division, if annexed into the City, the Tribe <u>Tribal</u> Engineer, or the County Engineer as applicable, prior to the issuance of grading and building permits.

The following revisions has been made to clarify language and proper characterization.

<u>Page</u>	<u>Revision</u>	
5.5-19	MM 5.5-2	All grading and earthwork recommendations from the Project geotechnical and soils reports, including any updates, must be incorporated into the final Project design, including the final grading, drainage and erosion control plans, or other plans deemed necessary by the City of Rancho Mirage Building and Safety Division, if annexed into

the City, the Tribal Engineer, or the County Engineer as applicable, and must ensure they meet the City’s Building Code requirements set forth in the City Municipal Code, the ~~Tribal~~ Tribal Land Use Ordinance, or the County Municipal Code as applicable. All grading activities must be supervised by a certified engineering geologist: Final grading, drainage, and erosion control plans must be reviewed and approved by the City of Rancho Mirage Building and Safety Division before the City issues a grading permit, by the Tribal Engineer, or the County Engineer, as applicable.

Section 5.6.B.4 Greenhouse Gases

The following revision has been made to update the CalEEMod calculations for construction GHG emissions related to the Active Adult Community.

<u>Page</u>	<u>Revision</u>
5.6-23	As presented in Table 5.6-3, Active Adult Community Construction GHG Emissions , construction activities associated with the Active Adult Community would generate 4,770.86 <u>1,559.45</u> MTCO ₂ e GHG emissions.

The following revision has been made to update the CalEEMod calculations for construction GHG emissions related to the Active Adult Community.

<u>Page</u>	<u>Revision</u>
5.6-23	

**Table 5.6-3
Active Adult Community Construction GHG Emissions**

Year	CO₂e Emissions (Metric Tons per Year)
2015	111.68
2016	654.88 <u>758.55</u>
2017	84.43
2018	109.92
2019	107.04
2020	134.37
2021	196.81
2022	56.65

Year	CO2e Emissions (Metric Tons per Year)
Total Construction GHG Emissions*	1,455.78 1,559.45
Annualized over Project Lifetime	48.53 51.98

Source: CalEEMod Emissions calculations are provided in **Appendix 3.0B, Air Quality—~~and Greenhouse Gas Emissions Modeling – Supplemental Emission Modeling Information.~~**

Note: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

Abbreviations: MTCO2e = metric tons of carbon dioxide emissions.

*N2O emissions account for 0.06 MTCO2e/year.

The following revision has been made to update the CalEEMod calculations for operational GHG emissions related to the Active Adult Community.

Page Revision

5.6-24

**Table 5.6-4
Active Adult Community Operational GHG Emissions**

GHG Emissions Source	Emissions (MTCO2e/year)
Construction (amortized)	48.53 51.98
Operational (mobile) sources*	3,223.21
Area sources	329.60
Energy	4,054.66
Waste	109.18
Water	1,114.21
Annual Total	8,879.39 8,882.84

Source: CalEEMod Emissions calculations are provided in **Appendix 3.0B, Air Quality—~~and Greenhouse Gas Emissions Modeling – Supplemental Emission Modeling Information.~~**

Notes: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

Abbreviations: MTCO2e = metric tons of carbon dioxide emissions.

*N2O emissions account for 0.~~13~~ **17** MTCO2e/year.

The following revision has been made to revise the Active Adult Community’s operational GHG emissions based upon the updated CalEEMod calculations.

Page Revision

5.6-24 As shown in **Table 5.6-4**, the operational GHG emissions for the Active Adult Community with Project Design Features and Mitigation Measures would be ~~8,879.39~~ **8,882.84** MTCO2e per year.

The following revision has been made to revise the GHG emissions for the Active Adult Community that would result from the business as usual scenario.

Page **Revision**

5.6-25 The business as usual scenario would result in GHG emissions (without Title 24 efficiencies, Project Design Features, or Mitigation Measures) of ~~11,763.65~~ 11,767.14 MTCO₂e per year.²⁵ As indicated in **Table 5.6-4**, the Active Adult Community portion of the Project would result in ~~8,879.39~~ 8,882.84 MTCO₂e per year with Project Design Features and Mitigation Measures. The Project Design Features and Mitigation Measures would reduce GHG emissions by 2,884.26 MTCO₂e per year, approximately ~~24.52~~ 24.51 percent, from the business as usual scenario.

25 11,714.99 MTCO₂e per year BAU + ~~48.53~~ 51.98 MTCO₂e per year BAU Construction + ~~0.13~~ 0.17 MTCO₂e per year N₂O = ~~11,763.65~~ 11,767.14 MTCO₂e per year BAU.

The following revision has been made to revise the combined construction GHG emissions.

Page **Revision**

5.6-28

Table 5.6-7
Combined Construction GHG Emissions

Year	CO ₂ e Emissions (Metric Tons per Year) ^a
2015	111.68
2016	746.38 <u>1,171.62</u>
2017	629.65 <u>693.40</u>
2018	811.48 <u>974.29</u>
2019	782.24 <u>828.24</u>
2020	784.64 <u>366.22</u>
2021	835.06 <u>1,573.41</u>
2022	406.01 <u>1810.97</u>
Total Construction GHG Emissions	5,107.14 <u>22,529.88</u>
Annualized over Project Lifetime	170.24 <u>751.00</u>

Source: CalEEMod Emissions calculations are provided in **Appendix 3.0B, Air Quality — Supplemental Emission Modeling Information and Greenhouse Gas Emissions Modeling**.

^aN₂O emissions account for 0.21 MTCO₂e per year.

The following revision has been made to revise the combined operational GHG emissions.

Page **Revision**

5.6-29

**Table 5.6-8
Combined Operational GHG Emissions**

GHG Emissions Source	Emissions (MTCO ₂ e/year)
Construction (amortized)	170,247 51.00
Operational (mobile) sources*	19,860.16
Area sources	661.06
Energy	21,432.25
Waste	547.13
Water	3,229.10
Annual Total	45,899.9446,480.7

*Source: CalEEMod Emissions calculations are provided in **Appendix 3.0B, Air Quality – Supplemental Emission Modeling Information and Greenhouse Gas Emissions Modeling.***

Note: Totals in table may not appear to add exactly due to rounding in the computer model calculations.

Abbreviations: MTCO₂e = metric tons of carbon dioxide emissions.

** N₂O emissions account for 0.81 MTCO₂e per year.*

The following revision has been made to revise the combined business as usual scenario.

Page **Revision**

5.6-29 The combined business as usual scenario GHG emissions (without Title 24 efficiencies, Project Design Features, or ~~Mitigation Measures~~) would be ~~82,065.58~~ 82,646.10 MTCO₂e per year.²⁷ As indicated in **Table 5.6-8**, the Project Design Features and Mitigation Measures would reduce GHG emissions for the entire Project by 36,165.4064 MTCO₂e per year to ~~45,899.94~~ 46,480.70 MTCO₂e per year, a reduction of approximately ~~44.07~~ 43.76 percent.

27 81,894.53 MTCO₂e per year BAU + ~~170,247~~51.00 MTCO₂e per year Construction BAU + ~~0.81~~ 0.57 MTCO₂e per year N₂O emissions = 82,065.58 MTCO₂e per year BAU emissions.

Section 5.6.C Greenhouse Gases

The following revision has been made to clarify language and proper characterization.

<u>Page</u>	<u>Revision</u>	
5.6-34	MM 5.6-7	<p>Prior to the issuance of each building permit, the applicant shall provide evidence to the appropriate Planning Department of the use of water efficient irrigation systems and devices, such as soil-based irrigation controls and use water-efficient irrigation methods consistent with measures recommended in the Voluntary Green Building Program, and any other green building standards adopted by the Tribe or City, and the Coachella Valley Water District water efficiency goals. In accordance with the appropriate program, the applicant shall provide evidence that building is consistent with the following Specific Plan-wide water conservation measures and/or does not prevent or conflict with the Specific Plan's ability to meet the following water conservation measures:</p> <ul style="list-style-type: none"> • 90-100 percent of all builder-installed plumbing devices in each residential buildings shall be low-flow and water-efficient. • 90-100 percent of all builder-installed plumbing devices in each non-residential buildings shall be low-flow and water-efficient. • Turf shall not exceed 20 percent of the total landscaped area of each lot, with the exception of parks and recreation centers. • 80 percent of public and common landscape areas shall use smart irrigation systems per project. • 80 percent of public and common landscape areas shall use drought-tolerant, native, and/or water-efficient plant materials per project.

Section 5.6.D Greenhouse Gases

The following revision has been made to clarify language and proper characterization.

<u>Page</u>	<u>Revision</u>	
5.6-35	D.	Level of Significance of <u>After</u> Mitigation

Section 5.8.A.1 Hydrology and Water Quality

The following revision has been made to clarify beneficial uses of the downstream receiving waters of Whitewater River, Coachella Valley Storm Water Channel, and Salton Sea.

<u>Page</u>	<u>Revision</u>
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5.8-7	The beneficial uses of the downstream receiving waters (Whitewater River, Coachella Valley Storm Water Channel, and Salton Sea) of the Project include but are not limited to agriculture supply , water-contact recreation, and warm fresh water habitat.
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Section 5.8.A.2 Hydrology and Water Quality

The following revision has been made to incorporate County of Riverside regulatory information in regards to the design of flood hazard protection facilities.

<u>Page</u>	<u>Revision</u>
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5.8-14	<u>Riverside County Ordinance No. 458</u>
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The County of Riverside adopted Ordinance No. 458 to specifically regulate development within FEMA-designated flood hazard areas, or also known as the 100-year flood hazard areas. This Ordinance was adopted by the County as its participation in the National Flood Insurance Program (NFIP) of FEMA.³⁴

³⁴ Code of Federal Regulations, Title 44, Section 65.

The following revision has been made to incorporate Coachella Valley Water District (CVWD) regulatory information in regards to the design of flood hazard protection facilities.

<u>Page</u>	<u>Revision</u>
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5.8-16	<u>Coachella Valley Water District Ordinance No. 1234.1</u>
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CVWD requires conditions of approval for development in flood hazard areas within the CVWD Stormwater Unit Boundary.³⁶ The key provisions of this ordinance are as follows:

- Whitewater River/Coachella Valley Stormwater Channel: Designed and constructed utilizing the Standard Project Storm/Standard Project Flood (SPS/SPF) design standard. The SPS/SPF design standard will continue to be utilized for this facility, and for the analyses addressing impacts associated with lands adjacent to

this facility. The Whitewater River/Coachella Valley Stormwater Channel can be owned, operated, and maintained by CVWD or by a private entity that has an existing regional stormwater facilities agreement with CVWD.

- **Existing Tributary Regional Facilities:** Designed and constructed utilizing the SPS/SPF design standard. The SPS/SPF design standard will continue to be utilized for these facilities and adjacent lands. These existing tributary regional facilities can be owned, operated, and maintained by CVWD or by a private entity that has an existing regional stormwater facilities agreement with CVWD.
- **Existing Tributary Regional Facilities (100-Year Storm/100-Year Flood):** Designed and constructed utilizing the 100-Year Storm/100-Year Flood design standard. The 100-Year Storm/100-Year Flood design standard shall continue to be utilized for these facilities and for analyses addressing impacts associated with land adjacent to these facilities. These facilities will continue to be owned, operated, and maintained by an entity or party other than CVWD.
- **Proposed Tributary Regional Stormwater Facilities:** Design shall be based on the 100-Year Storm/100-Year Flood design standard. CVWD shall assume operation and maintenance of proposed 100-year tributary regional stormwater facilities unless the developer specifically requests to assume the operation and maintenance responsibility.

36 Coachella Valley Water District, Ordinance 1234.1, Guideline K-7, March 25, 2013.

The following information is added after the first full paragraph on page 5.8-29 to the discussion under the heading **Otherwise substantially degrade water quality** to address potential water quality impacts associated with the proposed water wells.

<u>Page</u>	<u>Revision</u>
5.8-29	<u>Furthermore, Project Design Feature 5.15.1-4 will ensure that all future wells developed on site would be constructed consistent with the CVWD Development Design Manual, and if groundwater testing for total chromium prior to installation indicates that the groundwater exceeds USEPA MCL, the water wells would provide treatment to reduce the level of chromium below USEPA MCL. Accordingly, water quality provided to</u>

residents and employees in the Project Site would meet USEPA MCL standards under the Safe Drinking Water Act and water quality impacts would be less than significant.

Section 5.15.1.A.1 Water Supply

The following revision has been made to clarify language and proper characterization.

<u>Page</u>	<u>Revision</u>
5.15.1-2	CVWD has been recycling reclaimed wastewater since 1967 and operates six WRPs, three of which currently provide recycled water for reuse.

The following revision has been made to clarify language and proper characterization within **Section 5.15.1, Water Service.**

<u>Page</u>	<u>Revision</u>
5.15.1-3	The primary source of water supply for the Coachella Valley is the Coachella Valley Groundwater Basin, which is recharged by other sources of water such as Colorado River water, reclaimed <u>irrigation return</u> water, SWP supplies and potentially desalinated agricultural drain water.

The following revision has been made to clarify language and proper characterization.

<u>Page</u>	<u>Revision</u>
5.15.1-6	Since 2010, groundwater levels in the eastern portion of the Coachella Valley have risen <u>rose</u> due to <u>groundwater management activities, which include</u> recharge of Colorado River water at the Thomas E. Levy Recharge Facility, <u>and changes in private landowner water use practices.</u>

The following revision has been made to modify the title for **Table 5.15.1-9.**

<u>Page</u>	<u>Revision</u>
5.15.1-29	Table 5.15.1-9, Summary of Historical and Projected Average Water Supplies, shows the actual water supplies in 2010 as well as the projected water supplies from 1995 <u>2010</u> through 2035.

The following revision has been made to reflect Table 4-1, Projected Water Supplies in the CVWD 2010 Urban Water Management Plan within **Table 5.15.1-9**.

Page _____ **Revision**

5.15.1-30

Table 5.15.1-9
Summary of Historical and Projected Average Water Supplies

Year	Groundwater Supply ¹	Treated Colorado River Water Supply ²	SWP Exchange Water Untreated Colorado River Water ³	Recycled Water	Desalinated Drain Water	Total Supply			
1995	66,600	285,929	45,214	11,100	–	408,843			
1996	50,700	289,726	100,376	11,520	–	452,322			
1997	52,400	281,179	83,407	12,550	–	429,536			
1998	71,100	281,714	99,729	13,657	–	466,200			
1999	53,800	282,021	70,446	13,397	–	419,664			
2000	71,000	282,781	56,161	13,289	–	423,231			
2001	73,000	272,741	3,242	12,923	–	361,906			
2002	76,500	280,845	26,912	13,289	–	397,546			
2003	78,600	245,069	3,177	13,903	–	340,749			
2004	73,400	238,456	16,167	14,831	–	342,854			
2005	85,100	282,000	46,000	15,300	–	428,400			
2010	106,700	109,488	318,000	62,000	23,100	4,000	513,800		
2015	123,100	118,700	342,000	5,700	70,600	1,300	25,100	8,000	568,800
2020	123,700	125,600	379,000	19,300	70,100	11,100	26,500	8,000	607,300
2025	124,200	129,900	404,000	31,400	68,100	26,300	27,600	11,000	634,900
2030	123,200	133,500	429,000	39,500	66,500	39,000	28,300	11,000	658,000
2035	128,700	49,100	54,800					10,000	242,700

Source: CVWD, 2010 Urban Water Management Plan (July 2011) Table 4-1.

1 CVWD Share of net groundwater inflow to Whitewater and Mission Creek Subbasins, shared with DWA Service Area and private pumpers.

2 Net water deliveries to Coachella Valley, excluding conveyance losses.

Anticipated average availability assuming MWD calls back 50 percent of the time in dry years.

Modified version of CVWD UWMP 2010 Update to account for advanced deliveries, DWR SWP 2013 Draft Reliability Report, and reductions to associate with Longfin Smelt and other issues

Section 5.15.1.A.2 Water Supply

The following revision has been made to clarify language and proper characterization.

Page _____ **Revision**

5.15.1-38 ~~Safe Drinking~~Clean Water Act

The following revision has been made to clarify the Project Site's proposed water wells.

Page _____ **Revision**

5.15.1-52 **PDF 5.15.1-4** All proposed water wells to be constructed within the Project Site shall be consistent with the CVWD Development Design Manual, and if groundwater testing for total chromium prior to installation indicates that the groundwater exceeds USEPA MCL, the water wells shall provide treatment to reduce the level of chromium below the USEPA MCL. The USEPA MCL is different from the California EPA MCL, in that the California EPA MCL only tests for one isotope of chromium, not total chromium.

The following revision has been made to clarify the Project Site's proposed water wells.

Page _____ **Revision**

5.15.1-54 Project Design Feature 5.15.1-4 will ensure that all future wells developed on site would be constructed consistent with the CVWD Development Design Manual, and if groundwater testing for total chromium prior to installation indicates that the groundwater exceeds USEPA MCL, the water wells would provide treatment to reduce the level of chromium below the USEPA MCL.

APPENDIX 1.0

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Enforcement Program

Section 24 Specific Plan

Agua Caliente Band of Cahuilla Indians

Adopted by:

Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, California 92264

February 2015

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MITIGATION MONITORING PROGRAM

1.0 INTRODUCTION

As the Lead Agency under the Agua Caliente Tribal Environmental Policy Act (TEPA) (Tribal Ordinance No. 28), the Agua Caliente Band of Cahuilla Indians (“Tribe”) has decided to prepare the Environmental Impact Statement (EIS) for the Section 24 Specific Plan (“Project”) in accordance with TEPA, as well as to prepare this EIS in compliance with the substantive and procedural requirements of the California Environmental Quality Act (CEQA). The Tribe will adopt a program for reporting, enforcing, and monitoring the implementation of mitigation measures adopted for the Project, to ensure that the adopted mitigation measures are implemented as defined in the Final EIS and/or Record of Decision for the Project.

As set forth in TEPA, the Tribal Council of the Agua Caliente Band of Cahuilla Indians (“Tribal Council”) will make a final decision, in the form of a Record of Decision, with respect to the Project’s requested actions after review and consideration of this EIS. As part of the Record of Decision, the Tribe has adopted a monitoring and enforcement program and summarized all applicable mitigation in this Section, as defined under the Code of Federal Regulations (CFR), Title 40, Chapter 5, Part 1505.2(c) (Record of decision in cases requiring EIS).

While compliance with CEQA is not required at this time, the Lead Agency responsibility to adopt such a program originates in Public Resources Code section 21081.6(a) (Findings), and the State CEQA Guidelines sections 15091(d) (Findings), and 15097 (Mitigation Monitoring or Reporting).

Projects, activities, and decisions implemented under the Project would be overseen by the agencies having jurisdiction over affected lands and resources. Lead, Responsible, and Cooperating Agencies having approval or oversight responsibilities for some aspect of the Project would consider each applicable measure identified in the EIS at a project level, making any necessary adjustments in the measures to account for the specific nature and location of the project proponent and its impacts. The agencies would ensure that issues identified in the EIS are adequately considered and addressed as part of the Project implementation. This responsibility would apply to all actions within the scope of this EIS that are subject to further TEPA or CEQA review.

1.1 MONITORING AUTHORITY

The purpose of a Mitigation Monitoring and Enforcement Program (MMEP) is to ensure that measures adopted to mitigate or avoid significant impacts are implemented. A MMEP can be a working guide to facilitate not only the implementation of mitigation measures by individual project proponents, but also the monitoring, compliance/enforcement and reporting activities of the appropriate jurisdiction, in this

case either the Tribe, the County of Riverside (County), the City of Rancho Mirage (City), the Riverside Local Agency Formation Commission (LAFCo), or the Coachella Valley Water District (CVWD).

The appropriate jurisdiction may delegate duties and responsibilities for monitoring to other environmental monitors or consultants as deemed necessary, and some monitoring responsibilities may be assumed by responsible agencies, such as affected jurisdictions and cities, and state agencies. The number of monitors assigned to the Project will depend on the number of concurrent operation activities and their locations. The Tribe's Chief Planning and Development Officer (or equivalent position or appropriate agency representative) or his/her designee(s), however, will ensure that each person delegated duties or responsibilities are qualified to monitor compliance and enforcement. It is the responsibility of the environmental monitor assigned to each measure to ensure that appropriate agency reviews and approvals are obtained.

1.2 ENFORCEMENT RESPONSIBILITY

The project proponent is responsible for successfully implementing all of the adopted mitigation measures in the MMEP. The MMEP guides implementation of mitigation measures and specifies the type of compliance, monitoring, and reporting required with regard to those measures.

Any assigned environmental monitor shall note problems with monitoring, notify appropriate agencies or individuals about any problems, and report the problems to the Tribes' Chief Planning and Development Officer (or equivalent position for the applicable agency representative) or his/her designee. The Tribes' Chief Planning and Development Officer (or equivalent position for the applicable agency representative) or his/her designee will also ensure that any deviation from the procedures identified under the monitoring program is approved by the Tribes' Chief Planning and Development Officer (or equivalent position for the applicable agency representative).

1.3 MITIGATION COMPLIANCE RESPONSIBILITY

The Tribe, County, City, or CVWD, as appropriate for the applicable jurisdiction, will be responsible for enforcing the procedures adopted for monitoring the implementation of each mitigation measure. Standards for successful mitigation are included in some of the adopted mitigation measures. Additional mitigation success thresholds may be established by applicable agencies with jurisdiction through the permit process and through the review and approval of specific plans for the implementation of mitigation measures.

1.4 CHANGES TO MITIGATION MEASURES

Any substantive change in the monitoring and reporting plan made by the applicable jurisdiction shall be reported in writing to the Tribe's Chief Planning and Development Officer (or equivalent position for the

applicable agency representative) or his/her designee(s). Reference to such changes shall be made in the monthly/yearly Environmental Mitigation Monitoring and Enforcement Report prepared by the appropriate jurisdiction. Modifications to the mitigation measures may be made by the appropriate jurisdiction subject to one of the following findings, documented by evidence included in the record:

- (a) The mitigation measure included in the Final EIS and/or Record of Decision and the MMEP is no longer required because the significant environmental impact identified in the Final EIS has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in conditions of the environment, or other factors.

OR

- (b) The modified or substitute mitigation measure to be included in the MMEP provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the Final EIS and/or Record of Decision and the MMEP.

The modified or substitute mitigation measure does not have significant adverse effects on the environment in addition to or greater than that which was considered by the responsible hearing bodies in their decisions on the Final EIS and the proposed project.

The modified or substitute mitigation measure is feasible, and the appropriate jurisdiction, through measures included in the MMEP or other agency procedures, can assure its implementation.

1.5 MITIGATION MONITORING TABLE

Table 1, Mitigation Monitoring and Enforcement Program – Section 24 Specific Plan, presents the mitigation monitoring requirements for each adopted mitigation measure.

Table 1
Mitigation Monitoring and Enforcement Program – Section 24 Specific Plan

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
<i>Air Quality</i>				
<p>Construction emissions would exceed the South Coast Air Quality Management District (SCAQMD) threshold for volatile organic compounds (VOCs), and operation emissions would exceed SCAQMD threshold for VOCs, nitrous oxides (NOx), and carbon monoxide (CO). The primary source of operational emissions would be generated from mobile sources as a result of normal day-to-day activities on the Project Site. Mobile emissions would be generated by the motor vehicles travelling to and from the Project Site.</p>	<p>Active Adult Community and Tribal Planning Areas 5.2-1 The contractor shall incorporate the following into construction plans and specifications, which shall be implemented to reduce VOC emissions resulting from application of architectural coatings:</p> <ul style="list-style-type: none"> • Contractors shall use high-pressure, low-volume (HPLV) paint applicators with a minimum transfer efficiency of at least 50 percent. • Coatings and solvents with a VOC content lower than required under Rule 1113 shall be used. • Construction and building materials that do not require painting shall be used to the extent feasible. • Prepainted construction materials shall be used to the extent feasible. 	<p>As applicable to the appropriate agency:</p> <p>Tribal Planning and Development Department/ City of Rancho Mirage Public Works and/or Building & Safety Departments</p>	<p>Prior to issuance of Building Permits</p> <p>During Construction</p>	
<p>Short-term emissions associated with construction of the Project would exceed the SCAQMD VOC thresholds for regional emissions for the Tribal Planning Area only and Combined Project Buildout scenarios.</p>	<p>Active Adult Community and Tribal Planning Areas 5.2-2 Construction equipment engines shall utilize Tier 4 engines or better.</p>	<p>As applicable to the appropriate agency:</p> <p>Tribal Planning and Development Department/ City of Rancho Mirage Public</p>	<p>Prior to issuance of Building Permits</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
		Works and/or Building & Safety Departments		
Biological Resources				
<p>Development of the Project Site would be subject to the Tribal Habitat Conservation Plan (THCP), which is intended to address development and other activities taking place within the Tribe’s jurisdiction and provide the means to protect and conserve federally listed species and others deemed by the Tribe and the United States Fish and Wildlife Service (USFWS) to be sensitive and potentially in need of listing in the future. The Project Site is not located within the Target Acquisition Areas identified in the THCP and with payment of the conservation fee, development would be consistent with the THCP. In addition, the City of Rancho Mirage (“City”) is a participant and permittee in the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and is coordinating with the Tribe regarding the THCP. The Active Adult Community portion of the Project would also pay the development mitigation fees identified by the THCP. The Tribe will use mitigation fees collected to acquire conservation lands to implement the THCP. While the USFWS has not yet approved the THCP or issued a 10(a) Permit, the Tribe has independent</p>	<p>Active Adult Community and Tribal Planning Areas 5.3-1 Tribal Habitat Conservation Plan. Prior to the issuance of any grading permits, the THCP Conservation Fee shall be paid.</p>	<p>Tribal Planning and Development Department</p>	<p>Prior to issuance of Grading Permits</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
<p>authority to implement the THCP to mitigate impacts to sensitive resources on Reservation lands.</p>				
<p>The burrowing owl is a covered species under the THCP and was detected on-site. Development of the Project Site would result in the loss of native vegetation and habitats that support sensitive species, such as the identified burrowing owl. Impacts to the burrowing owl could occur directly from habitat modification and roadway construction.</p>	<p>Active Adult Community and Tribal Planning Areas 5.3-2 Burrowing Owl. To avoid impacts to burrowing owls during construction, the following actions, which are consistent with the Staff Report on Burrowing Owl Mitigation prepared by the California Department of Fish and Wildlife on March 7, 2012 and approved and accepted by the U.S. Fish and Wildlife Service, shall be taken:</p> <ol style="list-style-type: none"> 1. A preconstruction survey should take place not more than 30 days prior to any construction activities planned between February 15 and June 15, the breeding season for burrowing owls, project grading to determine the location of any active burrows on and within 550 yards of an approved project site. If no active burrows are found in the survey area, site disturbance may commence providing a biological monitor is onsite. 2. A biological monitor, with the authority to halt or redirect grading, shall be present whenever grading or construction vehicles are present and operating on the project site. The function of the monitor is to protect burrowing owls that arrive on or near the project site after the clearance survey and during the construction period. 	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division</p>	<p>Less than 30 days prior to planned construction activities between February 15 and June 15 During Construction</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
<p>Development of the Project Site would result in the loss of native vegetation and habitats that support sensitive species. While no old or new nests were found, the Loggerhead Shrike was observed on-site. The Loggerhead Shrike is considered a Species of Special Concern by the State of California; however it is not addressed in the THCP. Impacts to this species could occur directly from habitat modification and roadway construction.</p>	<p>Active Adult Community and Tribal Planning Areas 5.3-3 Loggerhead Shrike. To avoid impacts to Loggerhead Shrikes during construction, breeding surveys shall be conducted simultaneously with burrowing owls surveys, 30 days prior to any construction activities planned between February 15 and June 15, which is the breeding season for both species. If a shrike nest is found, a buffer shall be established in which construction activities are prohibited until all young have fledged. The width of the buffer shall be determined by a qualified biologist.</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division</p>	<p>Less than 30 days prior to planned construction activities between February 15 and June 15; concurrent with Burrowing owl surveys During Construction</p>	
Cultural Resources				
<p>No known ethnographic villages associated with the Project Site were identified. However, because of the presence of the large sand dune, previously identified archaeological artifacts on the Project Site, SRI-1 identified during field surveys, and nearby prehistoric sites, the area is deemed sensitive for buried archaeological sites. The Tribe has specifically identified the Project as an area of concern for sensitive cultural resources.</p>	<p>Active Adult Community and Tribal Planning Areas 5.4-1 Prior to the start of any ground disturbing activities within the Project Site the Agua Caliente Band of Cahuilla Indians (Tribe) Tribal Historic Preservation Officer (THPO) shall be notified of the pending activities. A qualified archaeologist shall coordinate with the THPO during the drafting for the archaeological monitoring plan and the plan shall allow for the archaeologist in consultation with the THPO to determine when monitoring is no longer necessary. During earth moving disturbances that involve excavation activities, if there is any evidence of Native American resources (significant or otherwise), the THPO will be notified and construction activities modified in accordance with the archaeological monitoring plan.</p>	<p>Tribal Historic Preservation Office</p>	<p>Prior to issuance of Grading Permits</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
<p>The Project Site does not contain religious or sacred uses as identified in the cultural resources study. Development of the Project would therefore not restrict existing religious or sacred uses. However, there is potential to discover religious or sacred materials beneath the surface. As a result, construction impacts should be mitigated to be less than significant.</p>	<p>Active Adult Community and Tribal Planning Areas 5.4-2 If prehistoric or historical-period artifacts or features are found during the course of construction and no archaeological or Tribe approved Native American cultural resource monitor is present, work within 300 feet of the discovery shall cease, and a qualified archaeologist and a Tribe approved Native American cultural resource monitor shall be brought in to examine the find to determine if it contains any historical or unique archaeological resources that require further mitigation. Additional fieldwork may be required to evaluate the sites for their eligibility for listing in the California Register of Historic Resources. If the archaeologist determines, in consultation with the THPO, that the resources are unique, the project applicant shall cease any disturbance of the soil within 300 feet of the find to allow sufficient time for mitigation by avoidance measures and/or other mitigation options as specified in Public Resources Code (PRC), Section 211083.2.</p>	<p>Tribal Historic Preservation Office</p>	<p>During Construction</p>	
<p>No human remains were found in the Project Site during the surveys. Based on the cultural sensitivity of the area, there is the potential to find human remains during subsurface grading activities. Project construction would require ground-disturbing activities, including grading and excavation, which could result in the discovery of previously unrecorded human remains, including</p>	<p>Active Adult Community and Tribal Planning Areas 5.4-3 If human remains are identified during construction, all construction near the find must cease immediately and the area must be secured. The Riverside County Coroner's office must be contacted immediately, in accordance with the State Health and Safety Code (HSC) Section 7050.5(b). If the determination is made by the coroner that the remains are those of a Native American,</p>	<p>Tribal Historic Preservation Office</p>	<p>During Construction</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
Native American burials.	HSC section 7050.5(c) requires that the coroner contact the NAHC by telephone within 24 hours. The NAHC will select the Most Likely Descendant and will coordinate the treatment and final disposition (repatriation) of human remains with that individual, according to the provisions of PRC section 5097.98 and any other legal requirements.			
Geology and Soils				
The relatively flat topography of the Project Site and surrounding off-site areas precludes both stability and the potential for lurching. Additionally, ground surface water and groundwater are not found to be present within the Project Site. However, there is the potential for hazards such as lateral spreading, subsidence, liquefaction, or collapse.	Active Adult Community 5.5-1 As part of final design development, a detailed geotechnical and soils investigation shall be conducted by a registered engineering geologist for review and approval by the City of Rancho Mirage Building and Safety Division, if annexed into the City, the Tribal Engineer, or the County Engineer as applicable, prior to the issuance of grading and building permits.	As applicable to the appropriate agency: Tribe Planning and Development Department / City of Rancho Mirage Public Works and/or Building & Safety Departments	Prior to issuance of Grading and Building Permits	
The relatively flat topography of the Project Site and surrounding off-site areas precludes both stability and the potential for lurching. Additionally, ground surface water and groundwater are not found to be present within the Project Site. However, there is the potential for hazards such as lateral spreading, subsidence, liquefaction, or collapse.	Active Adult Community 5.5-2 All grading and earthwork recommendations from the Project geotechnical and soils reports, including any updates, must be incorporated into the final Project design, including the final grading, drainage and erosion control plans, or other plans deemed necessary by the City of Rancho Mirage Building and Safety Division, if annexed into the City, the Tribal Engineer, or the County	As applicable to the appropriate agency: Tribal Planning and Development Department / City of Rancho	Prior to issuance of Grading Permits During Construction	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	<p>Engineer as applicable, and must ensure they meet the City’s Building Code requirements set forth in the City Municipal Code, the Tribal Land Use Ordinance, or the County Municipal Code as applicable. All grading activities must be supervised by a certified engineering geologist: Final grading, drainage, and erosion control plans must be reviewed and approved by the City of Rancho Mirage Building and Safety Division before the City issues a grading permit, by the Tribal Engineer, or the County Engineer, as applicable.</p>	<p>Mirage Public Works and/or Building & Safety Departments</p>		
<p>The relatively flat topography of the Project Site and surrounding off-site areas precludes both stability and the potential for lurching. Additionally, ground surface water and groundwater are not found to be present within the Project Site. However, there is the potential for hazards such as lateral spreading, subsidence, liquefaction, or collapse.</p>	<p>Tribal Planning Areas 5.5-3 As part of final design development, a detailed geotechnical and soils investigation shall be conducted by a registered engineering geologist for review and approval by the Agua Caliente Band of Cahuilla Indians Tribal Engineer prior to the issuance of grading and building permits.</p>	<p>Tribal Planning and Development Department</p>	<p>Prior to issuance of Grading and Building Permits</p>	
<p>The relatively flat topography of the Project Site and surrounding off-site areas precludes both stability and the potential for lurching. Additionally, ground surface water and groundwater are not found to be present within the Project Site. However, there is the potential for hazards such as lateral spreading, subsidence, liquefaction, or collapse.</p>	<p>Tribal Planning Areas 5.5-4 All grading and earthwork recommendations from the Project geotechnical and soils reports, including any updates, must be incorporated into the final Project design, including the final grading, drainage and erosion control plans, or other plans deemed necessary by the Agua Caliente Band of Cahuilla Indians Tribal Engineer, and must ensure they meet the Tribe’s Building Code requirements set forth in the Tribal Building</p>	<p>Tribal Planning and Development Department</p>	<p>Prior to issuance of Grading Permits</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	and Safety Code. All grading activities must be supervised by a certified engineering geologist: Final grading, drainage, and erosion control plans must be reviewed and approved by the Agua Caliente Band of Cahuilla Indians Tribal Engineer before the Tribe issues a grading permit.			
Greenhouse Gas Emissions				
The Project would result in short-term emissions of greenhouse gases (GHGs) during construction. Project operational GHG emissions for the Active Adult Community, Tribal Planning Areas, and Combined Development would be 8,882.84, 39,326.09, and 46,480.7 metric tons of carbon dioxide equivalents (MTCO _{2e}) per year, respectively.	Active Adult Community and Tribal Planning Areas 5.6-1 Prior to issuance of each building permit, the applicant shall provide a list to the Planning Department of the green building practices and design elements used in building that reduce GHG emissions. The green building practices and design elements shall be consistent with the current standards in the Voluntary Green Building Program and any other green building standards subsequently adopted either by the Agua Caliente Band of Cahuilla Indians (Tribe) or by the City of Rancho Mirage (City).	As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division	Prior to issuance of Building Permits	
The Project would result in short-term emissions of GHGs during construction. Project operational GHG emissions for the Active Adult Community, Tribal Planning Areas, and Combined Development would be 8,882.84, 39,326.09, and 46,480.7 MTCO _{2e} per year, respectively.	Active Adult Community and Tribal Planning Areas 5.6-2 Prior to the issuance of each building permit, the applicant shall provide evidence of its use of energy-efficient designs meeting and/or consistent with the standards in the current Voluntary Green Building Program and any other green building standards adopted by either the Tribe or City. In accordance with the Voluntary Green Building Program, all residential buildings shall, at a minimum, exceed Title 24 (2008) by 15 percent and all non-residential	As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division and/or Building & Safety	Prior to issuance of Building Permits	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	buildings shall, at a minimum, exceed Title 24 (2008) by 15 percent. This measure does not exempt buildings from meeting future energy efficiency obligations that may result from future revisions to the Title 24 standards. Furthermore, the Project shall commit to exceeding future Title 24 standards as close to the 15 percent target for residential and commercial buildings as possible, to the extent that it is feasible to do so based on technological and financial feasibility factors at the time of permit application.	Department		
The Project would result in short-term emissions of GHGs during construction. Project operational GHG emissions for the Active Adult Community, Tribal Planning Areas, and Combined Development would be 8,882.84, 39,326.09, and 46,480.7 MTCO _{2e} per year, respectively.	Active Adult Community and Tribal Planning Areas 5.6-3 Prior to the issuance of each building permit, the applicant shall provide evidence to the appropriate Planning Department of its use of energy efficient lighting, heating and cooling systems, appliances, equipment, and control systems, including the installation of ENERGY STAR-certified products, consistent with the standards in the Voluntary Green Building Program and any other energy efficiency standards adopted by either the Tribe or City.	As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division	Prior to issuance of Building Permits	
The Project would result in short-term emissions of GHGs during construction. Project operational GHG emissions for the Active Adult Community, Tribal Planning Areas, and Combined Development would be 8,882.84, 39,326.09, and 46,480.7 MTCO _{2e} per year, respectively.	Active Adult Community and Tribal Planning Areas 5.6-4 Prior to the issuance of each building permit, the applicant shall provide evidence to the appropriate Planning Department of the use of “cool” roofs or “green” roofs, and cool pavements for all roofs and pavements to the extent that such products are commercially available for the implementing	As applicable to the appropriate agency: Tribal Planning and Development Department/	Prior to issuance of Building Permits	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	Project.	City of Rancho Mirage Planning Division		
<p>The Project would result in short-term emissions of GHGs during construction. Project operational GHG emissions for the Active Adult Community, Tribal Planning Areas, and Combined Development would be 8,882.84, 39,326.09, and 46,480.7 MTCO₂e per year, respectively.</p>	<p>Active Adult Community and Tribal Planning Areas 5.6-5 Prior to the issuance of each building permit, the applicant shall provide evidence to the appropriate Planning Department of the use of automatic covers, efficient pumps and motors, and solar heating for all pools and spas to the extent that such products are commercially available for the implementing Project.</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division</p>	<p>Prior to issuance of Building Permits</p>	
<p>The Project would result in short-term emissions of GHGs during construction. Project operational GHG emissions for the Active Adult Community, Tribal Planning Areas, and Combined Development would be 8,882.84, 39,326.09, and 46,480.7 MTCO₂e per year, respectively.</p>	<p>Active Adult Community and Tribal Planning Areas 5.6-6 Prior to the issuance of each building permit, the applicant shall provide evidence to the appropriate Planning Department of the use of water efficient irrigation systems and devices, such as soil-based irrigation controls and use water-efficient irrigation methods consistent with measures recommended in the Voluntary Green Building Program, and any other green building standards adopted by the Tribe or City, and the Coachella Valley Water District water efficiency goals. In accordance with the appropriate program, the applicant shall provide evidence that building is consistent with the following Specific Plan-wide water conservation measures and/or does not prevent or conflict with the Specific Plan’s ability to meet the following water conservation</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division</p>	<p>Prior to issuance of Building Permits</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	measures: <ul style="list-style-type: none"> • 100 percent of all builder-installed plumbing devices in each residential buildings shall be low-flow and water-efficient. • 100 percent of all builder-installed plumbing devices in each non-residential buildings shall be low-flow and water-efficient. • Turf shall not exceed 20 percent of the total landscaped area of each lot, with the exception of parks and recreation centers. • 80 percent of public and common landscape areas shall use smart irrigation systems per project. • 80 percent of public and common landscape areas shall use drought-tolerant, native, and/or water-efficient plant materials per project. 			
The Project would result in short-term emissions of GHGs during construction. Project operational GHG emissions for the Active Adult Community, Tribal Planning Areas, and Combined Development would be 8,882.84, 39,326.09, and 46,480.7 MTCO ₂ e per year, respectively.	Active Adult Community and Tribal Planning Areas 5.6-7 Prior to grading for the Project, the applicant or their contractor shall submit to the appropriate Public Works Department for review and approval of a site construction management plan for the reuse and recycle construction and demolition waste (including soil, vegetation, concrete, lumber, metal, and cardboard).	As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Public Works and/or Building & Safety	Prior to issuance of Grading Permits	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
<p>The Project would result in short-term emissions of GHGs during construction. Project operational GHG emissions for the Active Adult Community, Tribal Planning Areas, and Combined Development would be 8,882.84, 39,326.09, and 46,480.7 MTCO₂e per year, respectively.</p>	<p>Active Adult Community and Tribal Planning Areas 5.6-8 Prior to the issuance of each building permit, the applicant shall provide evidence to the appropriate Planning Department of reuse and recycling measures in residential, industrial, and commercial projects consistent with measures recommended in the Voluntary Green Building Program or any other green building standards adopted by the Tribe or City. In accordance with the adopted green building program, the applicant shall provide evidence that the building is consistent with the following Specific Plan-wide recycling and waste reduction measures and/or does not prevent or conflict with the Specific Plan’s ability to meet the following recycling and waste reduction measures:</p> <ul style="list-style-type: none"> • Provide recycling containers within all multi-family residential communities • Provide recycling containers within all commercial, office, and light industrial buildings. 	<p>Departments</p> <p>As applicable to the appropriate agency:</p> <p>Tribal Planning and Development Department/ City of Rancho Mirage Public Works Department</p>	<p>Prior to issuance of Building Permits</p>	
<p>The Project would result in short-term emissions of GHGs during construction. Project operational GHG emissions for the Active Adult Community, Tribal Planning Areas, and Combined Development would be 8,882.84, 39,326.09, and 46,480.7 MTCO₂e per year, respectively.</p>	<p>Active Adult Community and Tribal Planning Areas 5.6-19 Prior to the issuance of each building permit, the applicant shall provide evidence to the appropriate Planning Department the use of employment based trip and vehicle miles traveled (VMT) policies that encourage the use of alternative transportation. Comprehensive employment based trip and VMT reduction policy measures shall be in</p>	<p>As applicable to the appropriate agency:</p> <p>Tribal Planning and Development Department/ City of Rancho</p>	<p>Prior to issuance of Building Permits</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	<p>compliance with City or Tribe mass transit programs and include but are not limited to the measures listed below:</p> <ul style="list-style-type: none"> • Seek approval from the appropriate Planning Department(s) to waive minimum parking requirements and reduce parking from the minimum standards by as much as 20 percent for projects within a quarter mile of a transit station. • Use shared and/or centralized parking facilities consistent with a “park once” approach. • Require that employers provide information on public transportation options to employees. • Require that large employers (250 or more employees at a single work-site location) and encourage small employers (less than 250 employees at a single work-site location) to provide bicycle parking facilities, employee break rooms with refrigerators and microwaves, and automated teller machines (ATMs). • Require that large employers (250 or more employees at a single work-site location) provide a transportation demand management program, such as vanpools/carpools, ride-sharing/ride-matching, and/or “guaranteed ride home” services that allow employees who use public transit to get a free ride home if they need to stay at work late. 	<p>Mirage Planning Division</p>		

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	<ul style="list-style-type: none"> Require that 1 electric vehicle charging station be provided for every application for 100,000 or more square feet of non-residential development. 			
Hazards and Hazardous Materials				
<p>The Project Site does not contain any unidentified soil contamination or disturbance, nor is the Site identified as a hazardous site or contain any hazardous materials. However, caution should be taken during construction in regards to the unidentified PVC riser located within the Tribal Planning Areas portion of the Project Site.</p>	<p>Tribal Planning Areas 5.7-1 The unidentified PVC riser on the southeastern portion of the Project Site shall be further assessed. If an underground storage tank or other buried features are identified, they shall be removed in accordance with State and federal regulations. The Riverside County Fire Department must be notified if any underground storage tanks and/or other materials are found, and consulted during removal of such materials.</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Public Works and/or Building & Safety Departments/ Riverside County Fire Department</p>	<p>Prior to issuance of Grading Permits</p>	
Hydrology and Water Quality				
<p>Development of the Project would increase the amount of impervious surfaces on the Project Site, which would potentially increase runoff within the Project Area.</p>	<p>Active Adult Community and Tribal Planning Areas 5.8-1 Prior to grading final for each individual project proponent, a project-specific water quality management plan (WQMP) shall be submitted to the appropriate jurisdiction for review and approval.</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Public</p>	<p>Prior to issuance of Grading Permits</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
		Works and/or Building & Safety Departments		
<p>Development of the Project would increase the amount of impervious surfaces on the Project Site, which would potentially increase runoff within the Project Area. The Project would include 15 retention basins in the Active Adult Community and up to 11 retention basins in the Tribal Planning Areas to ensure on-site flows do not exceed pre-project conditions. Storm drain improvements would convey runoff to the proposed on-site retention basins.</p>	<p>Active Adult Community and Tribal Planning Areas 5.8-3 Prior to final grading, individual project proponents shall submit a detailed operation and maintenance plan to the appropriate jurisdiction and CVWD for review and approval of the as-built project conditions.</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Public Works Department / Coachella Valley Water Conservation District</p>	<p>Prior to issuance of Building Permits</p>	
<p>The Project would include 15 retention basins in the Active Adult Community and up to 11 retention basins in the Tribal Planning Areas to ensure on-site flows do not exceed pre-project conditions. Storm drain improvements would convey runoff to the proposed on-site retention basins.</p>	<p>Active Adult Community and Tribal Planning Areas 5.8-4 Periodic inspection of the conditions of the open channels, retention basins, and storm drains will need to be performed year round and after significant precipitation events will be required to be performed by each homeowner association (HOA). Annual inspection reports shall be prepared by each HOA, and submitted to and filed with the Tribe, City if property is annexed, and/or CVWD by June 30th each year calendar year.</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Public Works Department /</p>	<p>Annually by June 30th each calendar year upon operation of the Active Adult Community and/or the Tribal Planning Areas</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
		Coachella Valley Water Conservation District		
<p>CVWD has developed more localized flood models which indicate that the northeast portion of the Project Site is located within a 100-year flood hazard area. The Project includes a drainage master plan designed to convey flows without substantial modification to existing off- and on-site drainage conditions. Off-site flows would be collected at natural concentration points along the northeastern boundary of the Project Site and within the southern portion of the site and conveyed via engineered channels that follow existing drainage patterns and CVWD facilities.</p>	<p>Tribal Planning Areas 5.8-2 Prior to the issuance of a grading permits for development within Tribal Planning Area 3; a detailed hydrology study shall be prepared and submitted to the Tribal Engineer and/or CVWD for review and approval. This study shall evaluate the potential flows from the Morongo Watershed and will identify facilities to be constructed to collect, route and discharge flows in a manner compatible with pre project/existing conditions across the Project Site. At the completion of construction of the flood control facilities, submit “as-built” topography, construction drawings and engineering analysis for CVWD review to verify that the design capacity is adequate.</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ Coachella Valley Water Conservation District</p>	<p>Prior to issuance of Grading Permits</p>	
Noise				
<p>Construction-related activities would occur over a period of up to six years for the Active Adult Community. Project-related construction activities would occur within the least noise-sensitive portion of the day between 7:00 AM and 7:00 PM. However, no construction timeline has been proposed for the Tribal Planning Areas, and as such, construction activities could occur up to 20 years near</p>	<p>Active Adult Community and Tribal Planning Areas 5.10-1 The project applicant shall require that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:</p> <ul style="list-style-type: none"> • Two weeks prior to construction activities, the applicant must notify all surrounding land uses within 200 feet of a project site, of the construction 	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Public</p>	<p>Notice residences within 200 feet two weeks prior to construction activities Review approve Haul Route prior to issuance of Grading Permits</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
<p>the sensitive uses to the west and south of the Project Site.</p>	<p>schedule, including the various types of activities that will be occurring throughout the duration of the construction period.</p> <ul style="list-style-type: none"> • Before any site activity, the contractor shall be required to submit a material haul route plan to the Agua Caliente Band of Cahuilla Indians (Tribe) Traffic Engineer and to the City of Rancho Mirage for review and approval. The contractor must ensure that the approved haul routes are used for all materials hauling, to minimize exposure of sensitive receivers to potential adverse noise levels from hauling operations. • Ensure that construction equipment is properly muffled according to industry standards and in good working condition. • Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible. • Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction. • Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. • Use electric air compressors and similar 	<p>Works and/or Building & Safety Departments</p>		

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	<p>power tools rather than diesel equipment, where feasible.</p> <ul style="list-style-type: none"> • Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes. • Construction hours, allowable workdays, and the phone number of the job superintendent must be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the Tribe, the City, or the job superintendent receives a complaint, the superintendent must investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications must be included in the proposed Project construction documents, which must be reviewed by the Tribe prior to issuance of grading permits. 			
<p>The exterior noise levels along the Project's internal roadways from vehicle traffic would exceed the exterior State and local threshold of 65 dB(A) within the Planning Areas proposed for residential uses.</p>	<p>Active Adult Community and Tribal Planning Areas</p> <p>5.10-2 Prior to implementing project approval for each implementing project, for on-site residential lots located within the 65 dB(A) CNEL or greater noise contour for internal roadways (including Street "C" between Planning Area 1 and 2, Street "D" between Planning Areas 2, 3, 4, 5, and 6, and Street "E" between Planning Areas 6 and 7), an acoustic analysis shall be required to address requirements for determining and mitigating</p>	<p>As applicable to the appropriate agency:</p> <p>Tribal Planning and Development Department/ City of Rancho Mirage Public</p>	<p>Prior to issuance of Building Permits</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	<p>traffic noise impacts to residential structures. The acoustical analysis must be received, reviewed, and approved by the appropriate agency (such as the Agua Caliente Band of Cahuilla Indians or City of Rancho Mirage). Methods that may be implemented to meet the standards include, but are not limited to, providing noise walls of sufficient size to break the line of sight between roadways and residential areas, providing open-space buffers, providing natural barriers such as hills, berms, boulders, and dense vegetation, or a combination of these methods.</p>	<p>Works and/or Building & Safety Departments</p>		
<p>Single noise events from parking lots could be an annoyance to on-site and surrounding residents during certain time periods such as evening and morning hours and may exceed local standards at receptor locations.</p>	<p>Tribal Planning Areas 5.10-3 Sound attenuation measures shall be incorporated into the design of individual projects to minimize noise from parking lots. These measures could include, but are not limited to, a noise barrier of sufficient size to break the line of sight, an open-space buffer, a setback, or a combination of methods shall be developed along locations between parking lot noise and exterior usable areas within on-site and adjacent residential uses where these uses interface. Acoustical analysis shall be performed to demonstrate that the parking lot does not result in noise levels on sensitive uses within the City of Rancho Mirage that exceed the City Municipal Code L50 standard of 60 dB(A) between 7:00 AM and 6:00 PM, 55 dB(A) between 6:00 PM and 10:00 PM, and 50 dB(A) between 10:00 PM and 7:00 AM. These components shall be incorporated</p>	<p>Tribal Planning and Development Department</p>	<p>Prior to issuance of Building Permits</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	into the plans submitted by the applicant to the Tribe, prior to the issuance of building permits.			
<p>External truck loading and unloading docks associated with the Project would introduce potential stationary noise sources. The specific location of potential loading docks has not been determined. The operations at loading docks typically result in noise levels of 64 to 66 dB(A) at 75 feet. The noise from loading docks would not cause an increase in long-term average noise of more than 5 dB(A) on the time-weighted CNEL scale, and would not be significant from that perspective. However, single noise events could be an annoyance during certain time periods such as evening and morning hours to existing on-site and off-site residential land uses along Los Alamos Road, Dinah Shore Drive, and internal roadways. Noise levels may exceed local standards.</p>	<p>Tribal Planning Areas 5.10-4 Sound attenuation measures must be incorporated into the design of individual projects to minimize noise from loading docks. These measures may include, but are not limited to, designing loading docks to have either a depressed (i.e., below grade) loading area, an internal bay, or a wall to break the line of sight between on-site and adjacent residential land uses and loading operations. Acoustical analysis shall be performed to demonstrate that the loading dock does not result in noise levels on sensitive uses within the City that exceed the City's L50 standard of 60 dB(A) between 7:00 AM and 6:00 PM, 55 dB(A) between 6:00 PM and 10:00 PM, and 50 dB(A) between 10:00 PM and 7:00 AM. These components must be incorporated into the plans submitted by the applicant to the Tribe for review and approval, prior to issuance of building permits.</p>	<p>Tribal Planning and Development Department</p>	<p>Prior to issuance of Building Permits</p>	
Public Services				
Fire Protection and Emergency Medical Services				
<p>The Project would generate a total of 4,331 new residents to the Project Site. This increase in residents would increase the demand on the Riverside County Fire Department (RCFD) for services and facilities.</p>	<p>Active Adult Community and Tribal Planning Areas 5.12.1-1 Prior to the issuance of building permits, individual project proponents shall pay development impact fees for fire protection facilities, or their equivalent, to the City if annexed into City jurisdiction, or County as</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development</p>	<p>Prior to issuance of Building Permits</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	applicable.	Department City of Rancho Mirage Planning Division/ Riverside County Planning Department		
Law Enforcement				
The Project would generate a total of 4,331 new residents to the Project Site. The Riverside County Sheriff's Department has indicated that in order to accommodate the increased requests for law enforcement services that would be associated with the Project, the service area would require an additional patrol deputies.	Active Adult Community and Tribal Planning Areas 5.12.2-1 Prior to the issuance of building permits, individual Project proponents shall pay applicable development impact fees, or provide equivalent funding, to offset the cost of additional law enforcement services for the Project.	As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division/ Riverside County Planning Department	Prior to issuance of Building Permits	
Schools				
Due to the nature of the Active Adult Community being an age-restricted community, it is assumed it would not generate any additional students into the Palm Springs Unified School District. The Tribal Planning Areas would add 98	Active Adult Community and Tribal Planning Areas 5.12.3-1 Prior to the issuance of building permits, individual project proponents shall pay applicable development fees to PSUSD.	Palm Springs Unified School District	Prior to issuance of Building Permits	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
<p>students to Sunny Sands Elementary, 42 students to Nellie N Coffman School, and add 49 students to Rancho Mirage High School. All schools serving the Project Site are currently operating under capacity and would not require the provision of new or physically alter existing school facilities. However, individual project proponents will be required to pay applicable development fees to Palm Springs Unified School District to ensure that school facilities are not adversely impacted.</p>				
Libraries				
<p>The Project would create additional demand on the Rancho Mirage Public Library for services and facilities. It is currently operating below capacity and has plenty of room for growth. However, the Project would increase demand on the Rancho Mirage Public Library.</p>	<p>Active Adult Community and Tribal Planning Areas 5.12.4-1 Prior to the issuance of building permits, individual project proponents shall pay applicable development impact fees, or provide equivalent funding, to the City if annexed and under City jurisdiction or County as applicable.</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division/ Riverside County Planning Department</p>	<p>Prior to issuance of Building Permits</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
Recreation				
<p>The Project would generate a total of up to 4,331 new residents and would provide for a minimum of 13 acres of parkland. This would increase demand on existing City and County recreation facilities.</p>	<p>Active Adult Community and Tribal Planning Areas 5.13-1 Prior to the issuance of building permits, individual project proponents shall pay applicable in-lieu parkland fees, or equivalent, to ensure adequate funding for parks and recreation improvements.</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division/ Riverside County Planning Department</p>	<p>Prior to issuance of Building Permits</p>	
Traffic and Transportation				
<p>Temporary traffic impacts would occur during the construction of infrastructure improvements serving the Project, including the widening of Bob Hope Drive, and other offsite roadway and infrastructure improvements. Construction of these infrastructure improvements would cause short-term impacts related to noise, dust, and traffic flows as a result of temporary lane closures.</p>	<p>Active Adult Community and Tribal Planning Areas 5.14-1 Prior to obtaining a grading permit, the individual project proponent shall prepare and submit to the Agua Caliente Band of Cahuilla Indians, City of Rancho Mirage and/or Riverside County for review and approval detailed construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans as necessary for any off-site work that would encroach on public right-of-way. The construction traffic management plans shall include the following elements, as appropriate:</p> <ul style="list-style-type: none"> • Provisions for temporary traffic control 	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Public Works Department / County of</p>	<p>Prior to issuance of Grading Permits</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	<p>during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag person);</p> <ul style="list-style-type: none"> • Construction-related vehicles shall not park on surrounding public streets; • Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers; • Schedule construction-related deliveries to reduce travel during peak travel periods; • Obtain the required permits for truck haul routes from the Tribe, City of Rancho Mirage and/or Riverside County prior to the issuance of any permit for the project; • Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities; • Outline adequate measures to ensure emergency vehicle access during all aspects of the project’s construction, including, but not limited to, the use of flagmen during partial closures to streets surrounding the Project Site to facilitate the traffic flow until construction is complete; and • Include the implementation of security measures during construction in areas that are accessible to the general public to help reduce any increased demand on 	<p>Riverside Transportation Department</p> <p>California Department of Transportation, District 8</p>		

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	law enforcement services, including fencing construction areas, providing security lighting, and providing security personnel to patrol construction sites.			
Adequate inbound and outbound capacity shall be provided to accommodate the site traffic volumes.	<p>Active Adult Community and Tribal Planning Areas</p> <p>5.14-2 Appropriate right-of-way shall be provided by individual development projects to accommodate the ultimate improvement of the abutting public roadways, and these roadways sections shall be fully improved in conjunction with the adjacent development project.</p>	<p>As applicable to the appropriate agency:</p> <p>Tribal Planning and Development Department/</p> <p>City of Rancho Mirage Public Works Department /</p> <p>County of Riverside Transportation Department</p>	At Design Review and Plan Check	
Adequate inbound and outbound capacity shall be provided to accommodate the site traffic volumes. The proposed site access plan incorporates joint access (the sharing of a driveway access point by two or more Planning Areas), which is a desirable and effective means of minimizing the adverse impacts of site access connections on adjacent streets.	<p>Active Adult Community and Tribal Planning Areas</p> <p>5.14-3 To ensure compliance with applicable roadway and access design standards when individual development projects are processed, their final layout and site access design shall be subject to review and approval by the Tribe and, as appropriate, the City of Rancho Mirage and/or Riverside County. The need for street widening to accommodate entry drives, the internal circulation design, and other features shall be accommodated on a project by project</p>	<p>As applicable to the appropriate agency:</p> <p>Tribal Planning and Development Department/</p> <p>City of Rancho Mirage Public Works</p>	At Design Review and Plan Check	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	<p>basis. A traffic signing and striping plan may also be required for review and approval in conjunction with detailed construction plans for any individual development project within the Project Site.</p>	<p>Department / County of Riverside Transportation Department</p>		
<p>Future sidewalk/bikeway/golf cart paths are planned on the perimeter of the Project Site (along Ramon Road, Bob Hope Drive, and Los Alamos Road) in the <i>Rancho Mirage General Plan</i> that would link with the integrated system being developed throughout the study area.</p>	<p>Active Adult Community and Tribal Planning Areas 5.14-4 All individual development projects shall comply with applicable requirements in the Section 24 Specific Plan and construct the future combination sidewalk / bikeway / golf cart paths along Ramon Road, Bob Hope Drive, Dinah Shore Drive and Los Alamos Road.</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Public Works Department / County of Riverside Transportation Department</p>	<p>At Design Review and Plan Check</p>	
<p>All intersection studies along the intersections and roadway segments within the Congestion Management Program (CMP) System of Highways and Roadways would operate at an acceptable LOS (LOS D or better) under existing and future (Year 2022) conditions.</p>	<p>Active Adult Community and Tribal Planning Areas 5.14-5 The developers of individual development projects within the Project Site shall make a fair-share contribution to the cost for planned future roadway improvements by paying an in-lieu fee equal in amount to what the CVAG Traffic Uniform Mitigation Fee (TUMF) would be for that project at the time building permits are issued.</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho</p>	<p>Prior to issuance of Building Permits</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
		Mirage Public Works and/or Building & Safety Departments		
<p>The Project will pay the CVAG Transportation Uniform Mitigation Fee (TUMF), or an in-lieu fee equal to TUMF, which is the major source of regional roadway improvement fees in the Coachella Valley.</p>	<p>Active Adult Community and Tribal Planning Areas 5.14-6 The project proponent shall pay applicable fees to the appropriate jurisdictions to ensure that a fair-share contribution is made to Cathedral City for improvements to the intersection of Da Vall Drive and Ramon Road, such as the TUMF program.</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Public Works and/or Building & Safety Departments</p>	<p>Prior to issuance of Building Permits</p>	
Utilities and Service Systems				
Sewer				
<p>The onsite wastewater collection system for the Active Adult Community would connect proposed 8-inch sewer lines to the existing 15-inch sewer line within Los Alamos Road. The CVWD has indicated that the sewer line beneath Varner Road east of Cook Street which serves WRP-7 is currently at capacity. As such, the Project would potentially result in significant impacts on CVWD's existing sewer system.</p>	<p>Active Adult Community and Tribal Planning Areas 5.15.2-1 Prior to the issuance of the first occupancy permit, individual project proponents shall pay applicable fees, or provide equivalent funding, to CVWD to update the sewer line beneath Varner Road east of Cook Street, as requested by CVWD, and to cover the Project's fair share from the cumulative need to expand WRP-7.</p>	<p>Coachella Valley Water District</p>	<p>Prior to issuance of 1st Occupancy Permit</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
Solid Waste				
<p>Although adequate capacity exists for the near term, the Project would generate solid waste that would require disposal, thus decreasing the capacity of existing permitted landfills. Each individual development proponent would implement a waste diversion program in an effort to reduce solid waste impacts on existing landfill capacities, similar to the State’s waste diversion goal of 75 percent as identified by State law (SB 1016 and AB 939). The Project would be required to divert up to 75 percent of its operational solid waste by 2020.</p>	<p>Active Adult Community and Tribal Planning Areas 5.15.3-1 Prior to implementing individual project approval, a Waste Recycling Plan (WRP) shall be submitted and approved by the appropriate Planning Department and provided to the appropriate Department of Building and Safety prior to the issuance of building permits. At a minimum the WRP shall identify the materials (e.g., concrete, asphalt, wood, etc.) that would be generated by construction and development, the project amounts, measures/methods that would be implemented to recycle, reuse, and/or reduce the amount of materials, the facilities and haulers that would be utilized, and the targeted recycling or reduction rates to be achieved.</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division and/or Building & Safety Department/ Riverside County Waste Management Department</p>	<p>Prior to issuance of Building Permits</p>	
<p>Each individual development proponent would implement a waste diversion program in an effort to reduce solid waste impacts on existing landfill capacities, similar to the State’s waste diversion goal of 75 percent as identified by State law (SB 1016 and AB 939). The Project would be required to divert up to 75 percent of its operational solid waste by 2020.</p>	<p>5.15.3-2 Each individual project proponent shall recycle, reuse, and/or reduce, to the maximum extent feasible, the amount of construction and demolition materials (i.e., concrete, asphalt, wood, etc.) generated by development of the Project that would otherwise be taken to a landfill. This diversion of waste must exceed a 50 percent reduction by weight. The Project shall complete a Construction and Demolition Waste form as evidence to ensure compliance. The reporting form must be approved by the appropriate Planning Department and submitted to the</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division and/or Building & Safety Department/</p>	<p>During Construction Prior to Issuance of Certificate of Occupancy</p>	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
	Department of Building and Safety prior to the issuance of certificate of occupancy/final inspection.	Riverside County Waste Management Department		
Each individual development proponent would implement a waste diversion program in an effort to reduce solid waste impacts on existing landfill capacities, similar to the State’s waste diversion goal of 75 percent as identified by State law (SB 1016 and AB 939). The Project would be required to divert up to 75 percent of its operational solid waste by 2020.	5.15.3-3 All commercial and residential refuse generated from the Project shall be delivered to regional transfer stations; any residual waste that these transfer stations could not accept shall be disposed of at the Lamb Canyon Landfill or El Sobrante Landfill or other locations as determined by the Riverside County Waste Management Department.	Riverside County Waste Management Department	During Operation	
Each individual development proponent would implement a waste diversion program in an effort to reduce solid waste impacts on existing landfill capacities, similar to the State’s waste diversion goal of 75 percent as identified by State law (SB 1016 and AB 939). The Project would be required to divert up to 75 percent of its operational solid waste by 2020.	5.15.3-4 The Homeowners Association established for the proposed development shall establish green waste recycling through its yard maintenance or waste hauling contracts. Green waste recycling includes such things as grass recycling (where lawn clippings from a mulching-type mower are left on the lawn) and on- or off-site composting. This measure shall be implemented to reduce green waste going to landfills. If such services are not available through the yard maintenance or waste haulers in the area, the HOA shall provide individual homeowners with information about ways to recycle green waste individually and collectively. Homeowners shall be notified of such in the CC&Rs.	As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division and/or Building & Safety Department	During Operation	
Each individual development proponent would implement a waste diversion program in an effort to reduce solid	5.15.3-5 Prior to issuance of building permits for any multi-unit residential or commercial facilities, the project proponent shall obtain	As applicable to the appropriate	Prior to Issuance of Building Permits	

Impact	Mitigation Measure	Responsible Agency	Timing	Verification (Date and Initials)
<p>waste impacts on existing landfill capacities, similar to the State’s waste diversion goal of 75 percent as identified by State law (SB 1016 and AB 939). The Project would be required to divert up to 75 percent of its operational solid waste by 2020.</p>	<p>clearance from the applicable Waste Management Department to verify compliance with local jurisdiction requirements, including providing adequate areas for collecting and loading recyclable materials.</p>	<p>agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division and/or Building & Safety Department</p>		
<p>Each individual development proponent would implement a waste diversion program in an effort to reduce solid waste impacts on existing landfill capacities, similar to the State’s waste diversion goal of 75 percent as identified by State law (SB 1016 and AB 939). The Project would be required to divert up to 75 percent of its operational solid waste by 2020.</p>	<p>5.15.3-6 Prior to implementing project approval, individual project proponents shall submit for review and approval to the appropriate Planning Department landscape plans that provide for the use of xeriscape landscaping and the use of drought tolerant low maintenance vegetation in all landscaped areas of the Project.</p>	<p>As applicable to the appropriate agency: Tribal Planning and Development Department/ City of Rancho Mirage Planning Division and/or Building & Safety Department</p>	<p>At Design Review and Plan Check</p>	

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>2/17/2014</i> Time Period <i>AM Peak Hour</i>						Intersection <i>Bob Hope Drive @ I-10 WB Ramps</i> Area Type <i>All other areas</i> Jurisdiction <i>Riverside County</i> Analysis Year <i>Year 2035 - No Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				1	1	1	2	2			3	1
Lane Group				L	LT	R	L	T			T	R
Volume (vph)				693	11	301	135	709			440	214
% Heavy Vehicles				5	5	5	5	5			5	5
PHF				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Pretimed/Actuated (P/A)				A	A	A	A	A			A	A
Startup Lost Time				2.0	2.0	2.0	2.0	2.0			2.0	2.0
Extension of Effective Green				2.0	2.0	2.0	2.0	2.0			2.0	2.0
Arrival Type				3	3	3	3	3			3	3
Unit Extension				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0		0	0	0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0	0	0	0	0			0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only		02	03		04	NB Only		Thru & RT	07	08	
Timing	G = 36.0		G =	G =		G =	G = 7.0		G = 35.0	G =		G =
	Y = 4		Y =	Y =		Y =	Y = 4		Y = 4	Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 90.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate				347	357	301	135	709			440	214
Lane Group Capacity				688	690	1538	260	1761			1917	1282
v/c Ratio				0.50	0.52	0.20	0.52	0.40			0.23	0.17
Green Ratio				0.40	0.40	1.00	0.08	0.51			0.39	0.83
Uniform Delay d ₁				20.3	20.4	0.0	39.9	13.5			18.5	1.5
Delay Factor k				0.11	0.12	0.11	0.13	0.11			0.11	0.11
Incremental Delay d ₂				0.6	0.7	0.1	1.9	0.2			0.1	0.1
PF Factor				1.000	1.000	0.950	1.000	1.000			1.000	1.000
Control Delay				20.9	21.1	0.1	41.7	13.7			18.5	1.5
Lane Group LOS				C	C	A	D	B			B	A
Approach Delay				14.7			18.2			13.0		
Approach LOS				B			B			B		
Intersection Delay	15.4			Intersection LOS						B		

BACK-OF-QUEUE WORKSHEET												
General Information												
Project Description <i>Section 24</i>												
Average Back of Queue												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group				<i>L</i>	<i>LT</i>	<i>R</i>	<i>L</i>	<i>T</i>			<i>T</i>	<i>R</i>
Initial Queue/Lane				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Flow Rate/Lane Group				347	357	301	135	709			440	214
Satflow/Lane				1719	1726	1538	1719	1809			1809	1538
Capacity/Lane Group				688	690	1538	260	1761			1917	1282
Flow Ratio				0.2	0.2	0.2	0.0	0.2			0.1	0.1
v/c Ratio				0.50	0.52	0.20	0.52	0.40			0.23	0.17
I Factor				1.000	1.000	1.000	1.000	1.000			1.000	1.000
Arrival Type				3	3	3	3	3			3	3
Platoon Ratio				1.00	1.00	1.00	1.00	1.00			1.00	1.00
PF Factor				1.00	1.00		1.00	1.00			1.00	1.00
Q1				6.5	6.8		1.7	5.7			2.7	1.0
kB				0.6	0.6	0.9	0.2	0.7			0.6	0.8
Q2				0.6	0.6	0.2	0.2	0.4			0.2	0.2
Q Average				7.1	7.3		1.9	6.2			2.9	1.2
Percentile Back of Queue (95th percentile)												
fB%				1.9	1.9		2.0	1.9			2.0	2.1
Back of Queue				13.5	13.9		3.8	11.9			5.8	2.5
Queue Storage Ratio												
Queue Spacing				25.0	25.0	25.0	25.0	25.0			25.0	25.0
Queue Storage				0	0	0	0	0			0	0
Average Queue Storage Ratio												
95% Queue Storage Ratio												

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>2/17/2014</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Bob Hope Drive @ I-10 WB Ramps</i> Area Type <i>All other areas</i> Jurisdiction <i>Riverside County</i> Analysis Year <i>Year 2035 - No Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				1	1	1	2	2			3	1
Lane Group				L	LT	R	L	T			T	R
Volume (vph)				727	5	232	494	547			621	352
% Heavy Vehicles				5	5	5	5	5			5	5
PHF				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Pretimed/Actuated (P/A)				A	A	A	A	A			A	A
Startup Lost Time				2.0	2.0	2.0	2.0	2.0			2.0	2.0
Extension of Effective Green				2.0	2.0	2.0	2.0	2.0			2.0	2.0
Arrival Type				3	3	3	3	3			3	3
Unit Extension				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0		0	0	0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0	0	0	0	0			0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only		02	03		04	NB Only		Thru & RT	07	08	
Timing	G = 32.0		G =	G =		G =	G = 22.0		G = 24.0	G =		G =
	Y = 4		Y =	Y =		Y =	Y = 4		Y = 4	Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 90.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate				364	368	232	494	547			621	352
Lane Group Capacity				611	613	1538	816	1914			1314	1025
v/c Ratio				0.60	0.60	0.15	0.61	0.29			0.47	0.34
Green Ratio				0.36	0.36	1.00	0.24	0.56			0.27	0.67
Uniform Delay d ₁				23.7	23.8	0.0	30.2	10.6			27.7	6.5
Delay Factor k				0.18	0.19	0.11	0.19	0.11			0.11	0.11
Incremental Delay d ₂				1.6	1.7	0.0	1.3	0.1			0.3	0.2
PF Factor				1.000	1.000	0.950	1.000	1.000			1.000	1.000
Control Delay				25.3	25.4	0.0	31.4	10.6			28.0	6.7
Lane Group LOS				C	C	A	C	B			C	A
Approach Delay				19.3			20.5			20.3		
Approach LOS				B			C			C		
Intersection Delay	20.0			Intersection LOS						C		

BACK-OF-QUEUE WORKSHEET												
General Information												
Project Description <i>Section 24</i>												
Average Back of Queue												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group				<i>L</i>	<i>LT</i>	<i>R</i>	<i>L</i>	<i>T</i>			<i>T</i>	<i>R</i>
Initial Queue/Lane				<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>			<i>0.0</i>	<i>0.0</i>
Flow Rate/Lane Group				<i>364</i>	<i>368</i>	<i>232</i>	<i>494</i>	<i>547</i>			<i>621</i>	<i>352</i>
Satflow/Lane				<i>1719</i>	<i>1724</i>	<i>1538</i>	<i>1719</i>	<i>1809</i>			<i>1809</i>	<i>1538</i>
Capacity/Lane Group				<i>611</i>	<i>613</i>	<i>1538</i>	<i>816</i>	<i>1914</i>			<i>1314</i>	<i>1025</i>
Flow Ratio				<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.1</i>	<i>0.2</i>			<i>0.1</i>	<i>0.2</i>
v/c Ratio				<i>0.60</i>	<i>0.60</i>	<i>0.15</i>	<i>0.61</i>	<i>0.29</i>			<i>0.47</i>	<i>0.34</i>
I Factor				<i>1.000</i>	<i>1.000</i>	<i>1.000</i>	<i>1.000</i>	<i>1.000</i>			<i>1.000</i>	<i>1.000</i>
Arrival Type				<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>			<i>3</i>	<i>3</i>
Platoon Ratio				<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>			<i>1.00</i>	<i>1.00</i>
PF Factor				<i>1.00</i>	<i>1.00</i>		<i>1.00</i>	<i>1.00</i>			<i>1.00</i>	<i>1.00</i>
Q1				<i>7.4</i>	<i>7.5</i>		<i>5.6</i>	<i>3.8</i>			<i>4.8</i>	<i>3.8</i>
kB				<i>0.5</i>	<i>0.5</i>	<i>0.9</i>	<i>0.4</i>	<i>0.7</i>			<i>0.4</i>	<i>0.7</i>
Q2				<i>0.8</i>	<i>0.8</i>	<i>0.2</i>	<i>0.6</i>	<i>0.3</i>			<i>0.4</i>	<i>0.4</i>
Q Average				<i>8.2</i>	<i>8.3</i>		<i>6.3</i>	<i>4.1</i>			<i>5.2</i>	<i>4.2</i>
Percentile Back of Queue (95th percentile)												
fB%				<i>1.9</i>	<i>1.9</i>		<i>1.9</i>	<i>2.0</i>			<i>2.0</i>	<i>2.0</i>
Back of Queue				<i>15.4</i>	<i>15.6</i>		<i>12.0</i>	<i>8.0</i>			<i>10.1</i>	<i>8.2</i>
Queue Storage Ratio												
Queue Spacing				<i>25.0</i>	<i>25.0</i>	<i>25.0</i>	<i>25.0</i>	<i>25.0</i>			<i>25.0</i>	<i>25.0</i>
Queue Storage				<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>			<i>0</i>	<i>0</i>
Average Queue Storage Ratio												
95% Queue Storage Ratio												

SHORT REPORT													
General Information						Site Information							
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>2/17/2014</i> Time Period <i>AM Peak Hour</i>						Intersection <i>Bob Hope Drive @ I-10 WB Ramps</i> Area Type <i>All other areas</i> Jurisdiction <i>Riverside County</i> Analysis Year <i>Year 2035 - W/ Project</i>							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes				1	1	1	2	2			3	1	
Lane Group				L	LT	R	L	T			T	R	
Volume (vph)				819	11	301	238	723			453	214	
% Heavy Vehicles				5	5	5	5	5			5	5	
PHF				1.00	1.00	1.00	1.00	1.00			1.00	1.00	
Pretimed/Actuated (P/A)				A	A	A	A	A			A	A	
Startup Lost Time				2.0	2.0	2.0	2.0	2.0			2.0	2.0	
Extension of Effective Green				2.0	2.0	2.0	2.0	2.0			2.0	2.0	
Arrival Type				3	3	3	3	3			3	3	
Unit Extension				3.0	3.0	3.0	3.0	3.0			3.0	3.0	
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0		0	0	0	
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour				0	0	0	0	0			0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2		
Phasing	WB Only		02	03	04	NB Only		Thru & RT	07	08			
Timing	G = 35.0		G =	G =	G =	G = 11.0		G = 32.0	G =	G =			
	Y = 4		Y =	Y =	Y =	Y = 4		Y = 4	Y =	Y =			
Duration of Analysis (hrs) = 1.00						Cycle Length C = 90.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate				410	420	301	238	723			453	214	
Lane Group Capacity				669	671	1538	408	1799			1753	1213	
v/c Ratio				0.61	0.63	0.20	0.58	0.40			0.26	0.18	
Green Ratio				0.39	0.39	1.00	0.12	0.52			0.36	0.79	
Uniform Delay d ₁				22.1	22.2	0.0	37.3	13.0			20.6	2.3	
Delay Factor k				0.20	0.21	0.11	0.17	0.11			0.11	0.11	
Incremental Delay d ₂				1.7	1.9	0.1	2.2	0.1			0.1	0.1	
PF Factor				1.000	1.000	0.950	1.000	1.000			1.000	1.000	
Control Delay				23.7	24.1	0.1	39.5	13.1			20.7	2.4	
Lane Group LOS				C	C	A	D	B			C	A	
Approach Delay				17.6			19.7			14.8			
Approach LOS				B			B			B			
Intersection Delay	17.6			Intersection LOS							B		

BACK-OF-QUEUE WORKSHEET												
General Information												
Project Description <i>Section 24</i>												
Average Back of Queue												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group				<i>L</i>	<i>LT</i>	<i>R</i>	<i>L</i>	<i>T</i>			<i>T</i>	<i>R</i>
Initial Queue/Lane				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Flow Rate/Lane Group				410	420	301	238	723			453	214
Satflow/Lane				1719	1725	1538	1719	1809			1809	1538
Capacity/Lane Group				669	671	1538	408	1799			1753	1213
Flow Ratio				0.2	0.2	0.2	0.1	0.2			0.1	0.1
v/c Ratio				0.61	0.63	0.20	0.58	0.40			0.26	0.18
I Factor				1.000	1.000	1.000	1.000	1.000			1.000	1.000
Arrival Type				3	3	3	3	3			3	3
Platoon Ratio				1.00	1.00	1.00	1.00	1.00			1.00	1.00
PF Factor				1.00	1.00		1.00	1.00			1.00	1.00
Q1				8.2	8.5		2.9	5.7			2.9	1.3
kB				0.5	0.5	0.9	0.3	0.7			0.5	0.8
Q2				0.9	0.9	0.2	0.4	0.4			0.2	0.2
Q Average				9.1	9.4		3.3	6.2			3.1	1.5
Percentile Back of Queue (95th percentile)												
fB%				1.9	1.9		2.0	1.9			2.0	2.1
Back of Queue				16.9	17.4		6.5	11.9			6.3	3.0
Queue Storage Ratio												
Queue Spacing				25.0	25.0	25.0	25.0	25.0			25.0	25.0
Queue Storage				0	0	0	0	0			0	0
Average Queue Storage Ratio												
95% Queue Storage Ratio												

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>2/17/2014</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Bob Hope Drive @ I-10 WB Ramps</i> Area Type <i>All other areas</i> Jurisdiction <i>Riverside County</i> Analysis Year <i>Year 2035 - W/ Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				1	1	1	2	2			3	1
Lane Group				L	LT	R	L	T			T	R
Volume (vph)				1280	5	232	920	604			679	352
% Heavy Vehicles				5	5	5	5	5			5	5
PHF				1.00	1.00	1.00	1.00	1.00			1.00	1.00
Pretimed/Actuated (P/A)				A	A	A	A	A			A	A
Startup Lost Time				2.0	2.0	2.0	2.0	2.0			2.0	2.0
Extension of Effective Green				2.0	2.0	2.0	2.0	2.0			2.0	2.0
Arrival Type				3	3	3	3	3			3	3
Unit Extension				3.0	3.0	3.0	3.0	3.0			3.0	3.0
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0		0	0	0
Lane Width				12.0	12.0	12.0	12.0	12.0			12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0	0	0	0	0			0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	WB Only		02	03		04	NB Only		Thru & RT	07	08	
Timing	G = 37.0		G =	G =		G =	G = 27.0		G = 14.0	G =		G =
	Y = 4		Y =	Y =		Y =	Y = 4		Y = 4	Y =		Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 90.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate				640	645	232	920	604			679	352
Lane Group Capacity				707	709	1538	1001	1723			767	940
v/c Ratio				0.91	0.91	0.15	0.92	0.35			0.89	0.37
Green Ratio				0.41	0.41	1.00	0.30	0.50			0.16	0.61
Uniform Delay d ₁				24.9	24.9	0.0	30.4	13.6			37.2	8.8
Delay Factor k				0.43	0.43	0.11	0.44	0.11			0.41	0.11
Incremental Delay d ₂				18.7	19.6	0.0	16.1	0.1			13.9	0.3
PF Factor				1.000	1.000	0.950	1.000	1.000			1.000	1.000
Control Delay				43.5	44.5	0.0	46.5	13.8			51.1	9.1
Lane Group LOS				D	D	A	D	B			D	A
Approach Delay				37.3			33.5			36.8		
Approach LOS				D			C			D		
Intersection Delay	35.8			Intersection LOS						D		

BACK-OF-QUEUE WORKSHEET												
General Information												
Project Description <i>Section 24</i>												
Average Back of Queue												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group				<i>L</i>	<i>LT</i>	<i>R</i>	<i>L</i>	<i>T</i>			<i>T</i>	<i>R</i>
Initial Queue/Lane				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Flow Rate/Lane Group				640	645	232	920	604			679	352
Satflow/Lane				1719	1724	1538	1719	1809			1809	1538
Capacity/Lane Group				707	709	1538	1001	1723			767	940
Flow Ratio				0.4	0.4	0.2	0.3	0.2			0.1	0.2
v/c Ratio				0.91	0.91	0.15	0.92	0.35			0.89	0.37
I Factor				1.000	1.000	1.000	1.000	1.000			1.000	1.000
Arrival Type				3	3	3	3	3			3	3
Platoon Ratio				1.00	1.00	1.00	1.00	1.00			1.00	1.00
PF Factor				1.00	1.00		1.00	1.00			1.00	1.00
Q1				15.0	15.2		11.4	4.8			6.1	4.4
k _B				0.6	0.6	0.9	0.5	0.6			0.3	0.7
Q2				4.7	4.9	0.2	4.3	0.4			2.2	0.4
Q Average				19.7	20.1		15.8	5.2			8.3	4.8
Percentile Back of Queue (95th percentile)												
f _B %				1.7	1.7		1.8	2.0			1.9	2.0
Back of Queue				33.5	34.1		27.6	10.1			15.6	9.5
Queue Storage Ratio												
Queue Spacing				25.0	25.0	25.0	25.0	25.0			25.0	25.0
Queue Storage				0	0	0	0	0			0	0
Average Queue Storage Ratio												
95% Queue Storage Ratio												

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>2/17/2014</i> Time Period <i>AM Peak Hour</i>						Intersection <i>Bob Hope Drive @ I-10 EB Ramps</i> Area Type <i>All other areas</i> Jurisdiction <i>Riverside County</i> Analysis Year <i>Year 2035 - No Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1					3	1	2	2	
Lane Group	L	LT	R					T	R	L	T	
Volume (vph)	336	8	605					320	34	141	952	
% Heavy Vehicles	5	5	5					5	5	5	5	
PHF	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Pretimed/Actuated (P/A)	A	A	A					A	A	A	A	
Startup Lost Time	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Arrival Type	3	3	3					3	3	3	3	
Unit Extension	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0	0	0	0	
Lane Width	12.0	12.0	12.0					12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0					0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	02	03	04	SB Only	Thru & RT	07	08				
Timing	G = 17.0	G =	G =	G =	G = 26.0	G = 35.0	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 90.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	168	176	605					320	34	141	952	
Lane Group Capacity	325	326	1538					1917	957	964	2488	
v/c Ratio	0.52	0.54	0.39					0.17	0.04	0.15	0.38	
Green Ratio	0.19	0.19	1.00					0.39	0.62	0.29	0.72	
Uniform Delay d ₁	32.8	33.0	0.0					18.0	6.6	23.8	4.8	
Delay Factor k	0.12	0.14	0.11					0.11	0.11	0.11	0.11	
Incremental Delay d ₂	1.5	1.8	0.2					0.0	0.0	0.1	0.1	
PF Factor	1.000	1.000	0.950					1.000	1.000	1.000	1.000	
Control Delay	34.3	34.8	0.2					18.0	6.6	23.8	4.9	
Lane Group LOS	C	C	A					B	A	C	A	
Approach Delay	12.6						16.9			7.3		
Approach LOS	B						B			A		
Intersection Delay	10.8			Intersection LOS						B		

BACK-OF-QUEUE WORKSHEET												
General Information												
Project Description <i>Section 24</i>												
Average Back of Queue												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	<i>L</i>	<i>LT</i>	<i>R</i>					<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	
Initial Queue/Lane	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Flow Rate/Lane Group	168	176	605					320	34	141	952	
Satflow/Lane	1719	1727	1538					1809	1538	1719	1809	
Capacity/Lane Group	325	326	1538					1917	957	964	2488	
Flow Ratio	0.1	0.1	0.4					0.1	0.0	0.0	0.3	
v/c Ratio	0.52	0.54	0.39					0.17	0.04	0.15	0.38	
I Factor	1.000	1.000	1.000					1.000	1.000	1.000	1.000	
Arrival Type	3	3	3					3	3	3	3	
Platoon Ratio	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
PF Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Q1	3.8	4.0						1.9	0.3	1.3	4.8	
k _B	0.4	0.4	0.9					0.6	0.7	0.5	0.8	
Q2	0.4	0.4	0.6					0.1	0.0	0.1	0.5	
Q Average	4.1	4.4						2.0	0.4	1.4	5.3	
Percentile Back of Queue (95th percentile)												
f _B %	2.0	2.0						2.0	2.1	2.1	1.9	
Back of Queue	8.2	8.6						4.1	0.7	2.9	10.3	
Queue Storage Ratio												
Queue Spacing	25.0	25.0	25.0					25.0	25.0	25.0	25.0	
Queue Storage	0	0	0					0	0	0	0	
Average Queue Storage Ratio												
95% Queue Storage Ratio												

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>2/17/2014</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Bob Hope Drive @ I-10 EB Ramps</i> Area Type <i>All other areas</i> Jurisdiction <i>Riverside County</i> Analysis Year <i>Year 2035 - No Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1					3	1	2	2	
Lane Group	L	LT	R					T	R	L	T	
Volume (vph)	158	6	291					738	59	202	1003	
% Heavy Vehicles	5	5	5					5	5	5	5	
PHF	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Pretimed/Actuated (P/A)	A	A	A					A	A	A	A	
Startup Lost Time	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Arrival Type	3	3	3					3	3	3	3	
Unit Extension	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0	0	0	0	
Lane Width	12.0	12.0	12.0					12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0					0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	02	03	04	SB Only	Thru & RT	07	08				
Timing	G = 9.0	G =	G =	G =	G = 13.0	G = 56.0	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 90.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	79	85	291					738	59	202	1003	
Lane Group Capacity	172	173	1538					3067	1179	482	2794	
v/c Ratio	0.46	0.49	0.19					0.24	0.05	0.42	0.36	
Green Ratio	0.10	0.10	1.00					0.62	0.77	0.14	0.81	
Uniform Delay d ₁	38.2	38.3	0.0					7.6	2.5	35.1	2.3	
Delay Factor k	0.11	0.11	0.11					0.11	0.11	0.11	0.11	
Incremental Delay d ₂	2.0	2.2	0.1					0.0	0.0	0.6	0.1	
PF Factor	1.000	1.000	0.950					1.000	1.000	1.000	1.000	
Control Delay	40.2	40.5	0.1					7.6	2.6	35.7	2.3	
Lane Group LOS	D	D	A					A	A	D	A	
Approach Delay	14.6						7.2			7.9		
Approach LOS	B						A			A		
Intersection Delay	8.9			Intersection LOS						A		

BACK-OF-QUEUE WORKSHEET												
General Information												
Project Description <i>Section 24</i>												
Average Back of Queue												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	<i>L</i>	<i>LT</i>	<i>R</i>					<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	
Initial Queue/Lane	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Flow Rate/Lane Group	79	85	291					738	59	202	1003	
Satflow/Lane	1719	1729	1538					1809	1538	1719	1809	
Capacity/Lane Group	172	173	1538					3067	1179	482	2794	
Flow Ratio	0.0	0.0	0.2					0.1	0.0	0.1	0.3	
v/c Ratio	0.46	0.49	0.19					0.24	0.05	0.42	0.36	
I Factor	1.000	1.000	1.000					1.000	1.000	1.000	1.000	
Arrival Type	3	3	3					3	3	3	3	
Platoon Ratio	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
PF Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Q1	1.9	2.0						3.0	0.4	2.4	3.5	
k _B	0.2	0.2	0.9					0.7	0.8	0.3	0.9	
Q2	0.2	0.2	0.2					0.2	0.0	0.2	0.5	
Q Average	2.1	2.2						3.2	0.4	2.6	4.0	
Percentile Back of Queue (95th percentile)												
f _B %	2.0	2.0						2.0	2.1	2.0	2.0	
Back of Queue	4.2	4.6						6.5	0.8	5.2	7.9	
Queue Storage Ratio												
Queue Spacing	25.0	25.0	25.0					25.0	25.0	25.0	25.0	
Queue Storage	0	0	0					0	0	0	0	
Average Queue Storage Ratio												
95% Queue Storage Ratio												

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>2/17/2014</i> Time Period <i>AM Peak Hour</i>						Intersection <i>Bob Hope Drive @ I-10 EB Ramps</i> Area Type <i>All other areas</i> Jurisdiction <i>Riverside County</i> Analysis Year <i>Year 2035 - W/ Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1					3	1	2	2	
Lane Group	L	LT	R					T	R	L	T	
Volume (vph)	336	8	704					437	48	141	1091	
% Heavy Vehicles	5	5	5					5	5	5	5	
PHF	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Pretimed/Actuated (P/A)	A	A	A					A	A	A	A	
Startup Lost Time	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Arrival Type	3	3	3					3	3	3	3	
Unit Extension	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0	0	0	0	
Lane Width	12.0	12.0	12.0					12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0					0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only		02	03	04	SB Only	Thru & RT	07	08			
Timing	G = 16.0		G =	G =	G =	G = 26.0	G = 36.0	G =	G =			
	Y = 4		Y =	Y =	Y =	Y = 4	Y = 4	Y =	Y =			
Duration of Analysis (hrs) = 1.00							Cycle Length C = 90.0					
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	168	176	704					437	48	141	1091	
Lane Group Capacity	306	307	1538					1972	957	964	2526	
v/c Ratio	0.55	0.57	0.46					0.22	0.05	0.15	0.43	
Green Ratio	0.18	0.18	1.00					0.40	0.62	0.29	0.73	
Uniform Delay d ₁	33.7	33.9	0.0					17.8	6.6	23.8	4.7	
Delay Factor k	0.15	0.17	0.11					0.11	0.11	0.11	0.11	
Incremental Delay d ₂	2.1	2.6	0.2					0.1	0.0	0.1	0.1	
PF Factor	1.000	1.000	0.950					1.000	1.000	1.000	1.000	
Control Delay	35.8	36.5	0.2					17.8	6.7	23.8	4.8	
Lane Group LOS	D	D	A					B	A	C	A	
Approach Delay	12.0						16.7			7.0		
Approach LOS	B						B			A		
Intersection Delay	10.6			Intersection LOS						B		

BACK-OF-QUEUE WORKSHEET												
General Information												
Project Description <i>Section 24</i>												
Average Back of Queue												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	<i>L</i>	<i>LT</i>	<i>R</i>					<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	
Initial Queue/Lane	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Flow Rate/Lane Group	168	176	704					437	48	141	1091	
Satflow/Lane	1719	1727	1538					1809	1538	1719	1809	
Capacity/Lane Group	306	307	1538					1972	957	964	2526	
Flow Ratio	0.1	0.1	0.5					0.1	0.0	0.0	0.3	
v/c Ratio	0.55	0.57	0.46					0.22	0.05	0.15	0.43	
I Factor	1.000	1.000	1.000					1.000	1.000	1.000	1.000	
Arrival Type	3	3	3					3	3	3	3	
Platoon Ratio	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
PF Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Q1	3.8	4.0						2.6	0.5	1.3	5.6	
k _B	0.3	0.3	0.9					0.6	0.7	0.5	0.8	
Q2	0.4	0.5	0.8					0.2	0.0	0.1	0.6	
Q Average	4.2	4.5						2.8	0.5	1.4	6.2	
Percentile Back of Queue (95th percentile)												
f _B %	2.0	2.0						2.0	2.1	2.1	1.9	
Back of Queue	8.4	8.8						5.6	1.0	2.9	12.0	
Queue Storage Ratio												
Queue Spacing	25.0	25.0	25.0					25.0	25.0	25.0	25.0	
Queue Storage	0	0	0					0	0	0	0	
Average Queue Storage Ratio												
95% Queue Storage Ratio												

SHORT REPORT												
General Information						Site Information						
Analyst <i>Greg</i> Agency or Co. <i>Endo Engineering</i> Date Performed <i>2/17/2014</i> Time Period <i>PM Peak Hour</i>						Intersection <i>Bob Hope Drive @ I-10 EB Ramps</i> Area Type <i>All other areas</i> Jurisdiction <i>Riverside County</i> Analysis Year <i>Year 2035 - W/ Project</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1					3	1	2	2	
Lane Group	L	LT	R					T	R	L	T	
Volume (vph)	158	6	727					1220	116	202	1614	
% Heavy Vehicles	5	5	5					5	5	5	5	
PHF	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
Pretimed/Actuated (P/A)	A	A	A					A	A	A	A	
Startup Lost Time	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0					2.0	2.0	2.0	2.0	
Arrival Type	3	3	3					3	3	3	3	
Unit Extension	3.0	3.0	3.0					3.0	3.0	3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0	0	0	0	
Lane Width	12.0	12.0	12.0					12.0	12.0	12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0					0	0	0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	02	03	04	SB Only	Thru & RT	07	08				
Timing	G = 7.0	G =	G =	G =	G = 11.0	G = 60.0	G =	G =				
	Y = 4	Y =	Y =	Y =	Y = 4	Y = 4	Y =	Y =				
Duration of Analysis (hrs) = 1.00						Cycle Length C = 90.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	79	85	727					1220	116	202	1614	
Lane Group Capacity	134	134	1538					3286	1213	408	2871	
v/c Ratio	0.59	0.63	0.47					0.37	0.10	0.50	0.56	
Green Ratio	0.08	0.08	1.00					0.67	0.79	0.12	0.83	
Uniform Delay d ₁	40.1	40.3	0.0					6.6	2.2	36.9	2.4	
Delay Factor k	0.18	0.21	0.11					0.11	0.11	0.11	0.16	
Incremental Delay d ₂	6.9	9.9	0.2					0.1	0.0	1.0	0.3	
PF Factor	1.000	1.000	0.950					1.000	1.000	1.000	1.000	
Control Delay	47.0	50.1	0.2					6.7	2.2	37.9	2.6	
Lane Group LOS	D	D	A					A	A	D	A	
Approach Delay	9.1						6.3			6.5		
Approach LOS	A						A			A		
Intersection Delay	7.0			Intersection LOS						A		

BACK-OF-QUEUE WORKSHEET												
General Information												
Project Description <i>Section 24</i>												
Average Back of Queue												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	<i>L</i>	<i>LT</i>	<i>R</i>					<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	
Initial Queue/Lane	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Flow Rate/Lane Group	79	85	727					1220	116	202	1614	
Satflow/Lane	1719	1729	1538					1809	1538	1719	1809	
Capacity/Lane Group	134	134	1538					3286	1213	408	2871	
Flow Ratio	0.0	0.0	0.5					0.2	0.1	0.1	0.5	
v/c Ratio	0.59	0.63	0.47					0.37	0.10	0.50	0.56	
I Factor	1.000	1.000	1.000					1.000	1.000	1.000	1.000	
Arrival Type	3	3	3					3	3	3	3	
Platoon Ratio	1.00	1.00	1.00					1.00	1.00	1.00	1.00	
PF Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Q1	1.9	2.1						4.9	0.7	2.4	6.6	
k _B	0.2	0.2	0.9					0.8	0.8	0.3	0.9	
Q2	0.3	0.4	0.8					0.5	0.1	0.3	1.1	
Q Average	2.2	2.4						5.4	0.7	2.7	7.8	
Percentile Back of Queue (95th percentile)												
f _B %	2.0	2.0						1.9	2.1	2.0	1.9	
Back of Queue	4.5	4.9						10.5	1.5	5.4	14.7	
Queue Storage Ratio												
Queue Spacing	25.0	25.0	25.0					25.0	25.0	25.0	25.0	
Queue Storage	0	0	0					0	0	0	0	
Average Queue Storage Ratio												
95% Queue Storage Ratio												

Appendix 3.0-a

Updated CalEEMod Files

Active Adult Community (Planning Area 8)
Salton Sea Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
Parking Lot	425.00	Space	3.82	170,000.00	0
City Park	7.00	Acre	7.00	304,920.00	0
User Defined Recreational	78.00	User Defined Unit	0.00	0.00	0
User Defined Recreational	0.00	User Defined Unit	0.00	23,000.00	0
Single Family Housing	1,200.00	Dwelling Unit	234.00	2,160,000.00	2340

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.4	Precipitation Freq (Days)	20
Climate Zone	10			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Population based on 1.95 factor
 Private Park 7 acres
 25 acres of road right of way
 23,000 sf = clubhouse

Construction Phase - Construction Assumptions

Off-road Equipment -

Off-road Equipment - no cranes

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Construction assumptions

Off-road Equipment - Typical equipment used for trenching of utilities

Trips and VMT - Construction assumptions from CalEEMod User's Guide; Updated to 20 worker trips/day for trenching.

On-road Fugitive Dust - 100% paved roads

Grading - Grading will take place over entire Project site.

Architectural Coating -

Vehicle Trips - Private City Park/Open Space

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 100% paved road

Woodstoves - No woodstoves

Area Coating -

Water And Wastewater - Calculated

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Per SCAQMD, All off-road diesel powered construction equipment greater than 50 hp shall meet Tier 4 emission standards, where available

Fugitive Dust requirements per SCAQMD Rule 403 and 403.1

Mobile Land Use Mitigation - 3.75 units per acre
12.7 low penetration NEV network

Mobile Commute Mitigation -

Area Mitigation - Per SCAQMD Rule 1113

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	80
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	12.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	330.00	1,385.00
tblConstructionPhase	NumDays	4,650.00	1,044.00
tblConstructionPhase	NumDays	465.00	180.00
tblConstructionPhase	NumDays	330.00	120.00
tblConstructionPhase	NumDays	180.00	20.00
tblConstructionPhase	PhaseEndDate	3/15/2022	7/22/2022
tblConstructionPhase	PhaseEndDate	11/20/2020	11/22/2016
tblConstructionPhase	PhaseEndDate	1/6/2023	5/7/2021
tblConstructionPhase	PhaseEndDate	1/20/2017	11/21/2016
tblConstructionPhase	PhaseStartDate	11/23/2016	4/1/2017
tblConstructionPhase	PhaseStartDate	7/23/2022	11/23/2020
tblConstructionPhase	PhaseStartDate	8/6/2016	6/7/2016
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	NumberGas	1,020.00	400.00
tblFireplaces	NumberNoFireplace	60.00	0.00
tblFireplaces	NumberWood	120.00	0.00
tblGrading	AcresOfGrading	450.00	577.00
tblLandUse	LandUseSquareFeet	0.00	23,000.00

tblLandUse	LotAcreage	389.61	234.00
tblLandUse	Population	3,876.00	2,340.00
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	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	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
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblProjectCharacteristics	OperationalYear	2014	2022
tblRoadDust	RoadPercentPave	50	100
tblSequestration	NumberOfNewTrees	0.00	150.00
tblTripsAndVMT	VendorTripNumber	388.00	129.00
tblTripsAndVMT	WorkerTripNumber	28.00	20.00
tblTripsAndVMT	WorkerTripNumber	1,099.00	432.00
tblTripsAndVMT	WorkerTripNumber	220.00	90.00
tblVehicleTrips	ST_TR	10.08	6.14

tblVehicleTrips	SU_TR	8.77	5.35
tblVehicleTrips	WD_TR	9.57	3.73
tblWater	IndoorWaterUseRate	78,184,830.75	157,680,000.00
tblWater	IndoorWaterUseRate	0.00	1,413,645.00
tblWater	OutdoorWaterUseRate	8,340,369.45	36,886,345.00
tblWater	OutdoorWaterUseRate	49,290,436.77	157,680,000.00
tblWoodstoves	NumberCatalytic	60.00	0.00
tblWoodstoves	NumberNoncatalytic	60.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.1359	1.5202	1.0632	1.1700e-003	1.0321	0.0765	1.1086	0.4312	0.0704	0.5016	0.0000	110.9949	110.9949	0.0324	0.0000	111.6756
2016	0.8162	8.5232	5.6481	8.1600e-003	0.8729	0.4328	1.3057	0.3376	0.4015	0.7391	0.0000	754.1239	754.1239	0.2110	0.0000	758.5540
2017	7.1432	0.2608	0.6360	1.1300e-003	0.0725	0.0174	0.0899	0.0193	0.0173	0.0366	0.0000	84.2980	84.2980	6.1900e-003	0.0000	84.4280
2018	9.5522	0.3204	0.7945	1.5100e-003	0.0971	0.0203	0.1174	0.0258	0.0202	0.0460	0.0000	109.7605	109.7605	7.6100e-003	0.0000	109.9204
2019	9.5446	0.2937	0.7516	1.5100e-003	0.0971	0.0174	0.1145	0.0258	0.0174	0.0432	0.0000	106.8905	106.8905	7.0200e-003	0.0000	107.0379
2020	9.6046	0.4723	0.9367	1.8600e-003	0.0993	0.0259	0.1252	0.0264	0.0250	0.0513	0.0000	134.0320	134.0320	0.0159	0.0000	134.3654
2021	9.6207	0.8262	1.3720	2.5900e-003	0.1027	0.0432	0.1459	0.0273	0.0407	0.0680	0.0000	196.0746	196.0746	0.0353	0.0000	196.8148
2022	5.2949	0.1278	0.3725	8.4000e-004	0.0539	6.2700e-003	0.0602	0.0143	6.2500e-003	0.0206	0.0000	56.5787	56.5787	3.3100e-003	0.0000	56.6482
Total	51.7122	12.3447	11.5745	0.0188	2.4276	0.6398	3.0674	0.9075	0.5988	1.5063	0.0000	1,552.753 1	1,552.753 1	0.3186	0.0000	1,559.444 4

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	19.9620	0.1029	8.9264	4.7000e-004		0.0713	0.0713		0.0711	0.0711	0.0000	329.6240	329.6240	0.0201	5.7800e-003	331.8369
Energy	0.2185	1.8671	0.7945	0.0119		0.1510	0.1510		0.1510	0.1510	0.0000	4,842.3187	4,842.3187	0.1646	0.0651	4,865.9665
Mobile	2.7237	6.5681	31.2295	0.0676	4.4253	0.1318	4.5571	1.1824	0.1214	1.3038	0.0000	4,663.4261	4,663.4261	0.1722	0.0000	4,667.0419
Waste						0.0000	0.0000		0.0000	0.0000	194.8713	0.0000	194.8713	11.5166	0.0000	436.7192
Water						0.0000	0.0000		0.0000	0.0000	50.4731	1,211.3990	1,261.8720	5.2398	0.1339	1,413.4245
Total	22.9041	8.5381	40.9505	0.0800	4.4253	0.3540	4.7793	1.1824	0.3435	1.5258	245.3444	11,046.7679	11,292.1122	17.1133	0.2048	11,714.9889

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	14.7837	0.0923	7.8654	3.9000e-004		0.0651	0.0651		0.0648	0.0648	0.0000	327.4587	327.4587	0.0168	5.7800e-003	329.6017
Energy	0.1915	1.6364	0.6963	0.0105		0.1323	0.1323		0.1323	0.1323	0.0000	4,034.7498	4,034.7498	0.1347	0.0551	4,054.6567
Mobile	2.4970	4.9971	25.6274	0.0467	2.9946	0.0922	3.0868	0.8001	0.0850	0.8851	0.0000	3,220.6144	3,220.6144	0.1237	0.0000	3,223.2126
Waste						0.0000	0.0000		0.0000	0.0000	48.7178	0.0000	48.7178	2.8791	0.0000	109.1798
Water						0.0000	0.0000		0.0000	0.0000	40.3785	952.6588	993.0372	4.1911	0.1070	1,114.2148
Total	17.4722	6.7258	34.1891	0.0575	2.9946	0.2896	3.2842	0.8001	0.2821	1.0822	89.0963	8,535.4818	8,624.5781	7.3454	0.1679	8,830.8657

	ROG	NOx	CO	SO2	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	23.72	21.23	16.51	28.05	32.33	18.22	31.28	32.33	17.87	29.07	63.69	22.73	23.62	57.08	18.05	24.62

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	106.2000
Total	106.2000

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	11/1/2015	11/27/2015	5	20	
2	Grading	Grading	11/28/2015	8/5/2016	5	180	
3	Utilities	Trenching	6/7/2016	11/21/2016	5	120	
4	Building Construction	Building Construction	11/22/2016	11/22/2016	5	1044	
5	Architectural Coating	Architectural Coating	4/1/2017	7/22/2022	5	1385	
6	Paving	Paving	11/23/2020	5/7/2021	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 577

Acres of Paving: 0

**Residential Indoor: 4,374,000; Residential Outdoor: 1,458,000; Non-Residential Indoor: 2,133,030; Non-Residential Outdoor: 711,010
(Architectural Coating – sqft)**

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Utilities	Air Compressors	1	6.00	78	0.48
Utilities	Forklifts	1	4.00	89	0.20
Utilities	Generator Sets	1	8.00	84	0.74
Utilities	Off-Highway Trucks	2	8.00	400	0.38
Utilities	Signal Boards	1	8.00	6	0.82
Utilities	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Utilities	Trenchers	1	6.00	80	0.50
Utilities	Welders	1	8.00	46	0.45
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

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	8	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	11	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	432.00	129.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	90.00	0.00	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

3.1 Mitigation Measures Construction

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Site Preparation - 2015

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					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0526	0.5689	0.4263	3.9000e-004		0.0309	0.0309		0.0284	0.0284	0.0000	37.3011	37.3011	0.0111	0.0000	37.5350
Total	0.0526	0.5689	0.4263	3.9000e-004	0.1807	0.0309	0.2115	0.0993	0.0284	0.1277	0.0000	37.3011	37.3011	0.0111	0.0000	37.5350

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	8.5000e-004	1.1900e-003	0.0115	2.0000e-005	1.4900e-003	1.0000e-005	1.5000e-003	4.0000e-004	1.0000e-005	4.0000e-004	0.0000	1.3213	1.3213	9.0000e-005	0.0000	1.3231
Total	8.5000e-004	1.1900e-003	0.0115	2.0000e-005	1.4900e-003	1.0000e-005	1.5000e-003	4.0000e-004	1.0000e-005	4.0000e-004	0.0000	1.3213	1.3213	9.0000e-005	0.0000	1.3231

3.2 Site Preparation - 2015

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					0.0669	0.0000	0.0669	0.0368	0.0000	0.0368	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-003	0.1238	0.2340	3.9000e-004		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	37.3011	37.3011	0.0111	0.0000	37.5349
Total	7.1000e-003	0.1238	0.2340	3.9000e-004	0.0669	6.3000e-004	0.0676	0.0368	6.3000e-004	0.0374	0.0000	37.3011	37.3011	0.0111	0.0000	37.5349

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	8.5000e-004	1.1900e-003	0.0115	2.0000e-005	4.6000e-004	1.0000e-005	4.7000e-004	1.4000e-004	1.0000e-005	1.5000e-004	0.0000	1.3213	1.3213	9.0000e-005	0.0000	1.3231
Total	8.5000e-004	1.1900e-003	0.0115	2.0000e-005	4.6000e-004	1.0000e-005	4.7000e-004	1.4000e-004	1.0000e-005	1.5000e-004	0.0000	1.3213	1.3213	9.0000e-005	0.0000	1.3231

3.3 Grading - 2015

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					0.8479	0.0000	0.8479	0.3310	0.0000	0.3310	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0813	0.9486	0.6101	7.4000e-004		0.0456	0.0456		0.0420	0.0420	0.0000	70.6107	70.6107	0.0211	0.0000	71.0533
Total	0.0813	0.9486	0.6101	7.4000e-004	0.8479	0.0456	0.8936	0.3310	0.0420	0.3729	0.0000	70.6107	70.6107	0.0211	0.0000	71.0533

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	1.1400e-003	1.5900e-003	0.0153	2.0000e-005	1.9800e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.7618	1.7618	1.1000e-004	0.0000	1.7642
Total	1.1400e-003	1.5900e-003	0.0153	2.0000e-005	1.9800e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.7618	1.7618	1.1000e-004	0.0000	1.7642

3.3 Grading - 2015

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					0.3142	0.0000	0.3142	0.1226	0.0000	0.1226	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0117	0.2435	0.4553	7.4000e-004		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003	0.0000	70.6106	70.6106	0.0211	0.0000	71.0533
Total	0.0117	0.2435	0.4553	7.4000e-004	0.3142	1.2100e-003	0.3154	0.1226	1.2100e-003	0.1238	0.0000	70.6106	70.6106	0.0211	0.0000	71.0533

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	1.1400e-003	1.5900e-003	0.0153	2.0000e-005	6.1000e-004	1.0000e-005	6.2000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	1.7618	1.7618	1.1000e-004	0.0000	1.7642
Total	1.1400e-003	1.5900e-003	0.0153	2.0000e-005	6.1000e-004	1.0000e-005	6.2000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	1.7618	1.7618	1.1000e-004	0.0000	1.7642

3.3 Grading - 2016

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					0.8479	0.0000	0.8479	0.3310	0.0000	0.3310	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5054	5.8355	3.8327	4.8100e-003		0.2796	0.2796		0.2572	0.2572	0.0000	453.9267	453.9267	0.1369	0.0000	456.8020
Total	0.5054	5.8355	3.8327	4.8100e-003	0.8479	0.2796	1.1275	0.3310	0.2572	0.5882	0.0000	453.9267	453.9267	0.1369	0.0000	456.8020

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	6.6300e-003	9.3400e-003	0.0893	1.5000e-004	0.0129	9.0000e-005	0.0130	3.4200e-003	8.0000e-005	3.5000e-003	0.0000	11.0109	11.0109	6.8000e-004	0.0000	11.0252
Total	6.6300e-003	9.3400e-003	0.0893	1.5000e-004	0.0129	9.0000e-005	0.0130	3.4200e-003	8.0000e-005	3.5000e-003	0.0000	11.0109	11.0109	6.8000e-004	0.0000	11.0252

3.3 Grading - 2016

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					0.3142	0.0000	0.3142	0.1226	0.0000	0.1226	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0763	1.5825	2.9596	4.8100e-003		7.8700e-003	7.8700e-003		7.8700e-003	7.8700e-003	0.0000	453.9261	453.9261	0.1369	0.0000	456.8015
Total	0.0763	1.5825	2.9596	4.8100e-003	0.3142	7.8700e-003	0.3220	0.1226	7.8700e-003	0.1305	0.0000	453.9261	453.9261	0.1369	0.0000	456.8015

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	6.6300e-003	9.3400e-003	0.0893	1.5000e-004	3.9500e-003	9.0000e-005	4.0300e-003	1.2300e-003	8.0000e-005	1.3100e-003	0.0000	11.0109	11.0109	6.8000e-004	0.0000	11.0252
Total	6.6300e-003	9.3400e-003	0.0893	1.5000e-004	3.9500e-003	9.0000e-005	4.0300e-003	1.2300e-003	8.0000e-005	1.3100e-003	0.0000	11.0109	11.0109	6.8000e-004	0.0000	11.0252

3.4 Utilities - 2016

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	0.2961	2.6547	1.6284	3.0400e-003		0.1522	0.1522		0.1433	0.1433	0.0000	277.2595	277.2595	0.0725	0.0000	278.7819
Total	0.2961	2.6547	1.6284	3.0400e-003		0.1522	0.1522		0.1433	0.1433	0.0000	277.2595	277.2595	0.0725	0.0000	278.7819

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	5.1000e-003	7.1800e-003	0.0687	1.1000e-004	9.9200e-003	7.0000e-005	9.9900e-003	2.6300e-003	6.0000e-005	2.6900e-003	0.0000	8.4699	8.4699	5.3000e-004	0.0000	8.4809
Total	5.1000e-003	7.1800e-003	0.0687	1.1000e-004	9.9200e-003	7.0000e-005	9.9900e-003	2.6300e-003	6.0000e-005	2.6900e-003	0.0000	8.4699	8.4699	5.3000e-004	0.0000	8.4809

3.4 Utilities - 2016

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	0.0544	1.0205	1.8007	3.0400e-003		7.2700e-003	7.2700e-003		7.2700e-003	7.2700e-003	0.0000	277.2592	277.2592	0.0725	0.0000	278.7816
Total	0.0544	1.0205	1.8007	3.0400e-003		7.2700e-003	7.2700e-003		7.2700e-003	7.2700e-003	0.0000	277.2592	277.2592	0.0725	0.0000	278.7816

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	5.1000e-003	7.1800e-003	0.0687	1.1000e-004	3.0400e-003	7.0000e-005	3.1000e-003	9.4000e-004	6.0000e-005	1.0000e-003	0.0000	8.4699	8.4699	5.3000e-004	0.0000	8.4809
Total	5.1000e-003	7.1800e-003	0.0687	1.1000e-004	3.0400e-003	7.0000e-005	3.1000e-003	9.4000e-004	6.0000e-005	1.0000e-003	0.0000	8.4699	8.4699	5.3000e-004	0.0000	8.4809

3.5 Building Construction - 2016

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	1.3900e-003	0.0105	7.9500e-003	1.0000e-005		8.1000e-004	8.1000e-004		7.7000e-004	7.7000e-004	0.0000	0.9781	0.9781	2.3000e-004	0.0000	0.9829
Total	1.3900e-003	0.0105	7.9500e-003	1.0000e-005		8.1000e-004	8.1000e-004		7.7000e-004	7.7000e-004	0.0000	0.9781	0.9781	2.3000e-004	0.0000	0.9829

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	6.7000e-004	4.7100e-003	8.6500e-003	1.0000e-005	3.1000e-004	1.0000e-004	4.1000e-004	9.0000e-005	9.0000e-005	1.8000e-004	0.0000	0.9544	0.9544	1.0000e-005	0.0000	0.9545
Worker	9.2000e-004	1.2900e-003	0.0124	2.0000e-005	1.7900e-003	1.0000e-005	1.8000e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.5246	1.5246	9.0000e-005	0.0000	1.5266
Total	1.5900e-003	6.0000e-003	0.0210	3.0000e-005	2.1000e-003	1.1000e-004	2.2100e-003	5.6000e-004	1.0000e-004	6.6000e-004	0.0000	2.4790	2.4790	1.0000e-004	0.0000	2.4811

3.5 Building Construction - 2016

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	2.3000e-004	4.7900e-003	7.5900e-003	1.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.9781	0.9781	2.3000e-004	0.0000	0.9829
Total	2.3000e-004	4.7900e-003	7.5900e-003	1.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.9781	0.9781	2.3000e-004	0.0000	0.9829

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	6.7000e-004	4.7100e-003	8.6500e-003	1.0000e-005	1.3000e-004	1.0000e-004	2.2000e-004	4.0000e-005	9.0000e-005	1.3000e-004	0.0000	0.9544	0.9544	1.0000e-005	0.0000	0.9545
Worker	9.2000e-004	1.2900e-003	0.0124	2.0000e-005	5.5000e-004	1.0000e-005	5.6000e-004	1.7000e-004	1.0000e-005	1.8000e-004	0.0000	1.5246	1.5246	9.0000e-005	0.0000	1.5266
Total	1.5900e-003	6.0000e-003	0.0210	3.0000e-005	6.8000e-004	1.1000e-004	7.8000e-004	2.1000e-004	1.0000e-004	3.1000e-004	0.0000	2.4790	2.4790	1.0000e-004	0.0000	2.4811

3.6 Architectural Coating - 2017

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	7.0773					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0324	0.2130	0.1821	2.9000e-004		0.0169	0.0169		0.0169	0.0169	0.0000	24.8942	24.8942	2.6300e-003	0.0000	24.9494
Total	7.1097	0.2130	0.1821	2.9000e-004		0.0169	0.0169		0.0169	0.0169	0.0000	24.8942	24.8942	2.6300e-003	0.0000	24.9494

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	0.0335	0.0478	0.4539	8.4000e-004	0.0725	4.7000e-004	0.0730	0.0193	4.3000e-004	0.0197	0.0000	59.4038	59.4038	3.5600e-003	0.0000	59.4786
Total	0.0335	0.0478	0.4539	8.4000e-004	0.0725	4.7000e-004	0.0730	0.0193	4.3000e-004	0.0197	0.0000	59.4038	59.4038	3.5600e-003	0.0000	59.4786

3.6 Architectural Coating - 2017

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	7.0773					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3100e-003	0.1033	0.1787	2.9000e-004		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004	0.0000	24.8942	24.8942	2.6300e-003	0.0000	24.9494
Total	7.0826	0.1033	0.1787	2.9000e-004		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004	0.0000	24.8942	24.8942	2.6300e-003	0.0000	24.9494

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	0.0335	0.0478	0.4539	8.4000e-004	0.0222	4.7000e-004	0.0227	6.9000e-003	4.3000e-004	7.3300e-003	0.0000	59.4038	59.4038	3.5600e-003	0.0000	59.4786
Total	0.0335	0.0478	0.4539	8.4000e-004	0.0222	4.7000e-004	0.0227	6.9000e-003	4.3000e-004	7.3300e-003	0.0000	59.4038	59.4038	3.5600e-003	0.0000	59.4786

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.4727					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0390	0.2618	0.2420	3.9000e-004		0.0197	0.0197		0.0197	0.0197	0.0000	33.3200	33.3200	3.1700e-003	0.0000	33.3865
Total	9.5116	0.2618	0.2420	3.9000e-004		0.0197	0.0197		0.0197	0.0197	0.0000	33.3200	33.3200	3.1700e-003	0.0000	33.3865

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	0.0405	0.0586	0.5525	1.1200e-003	0.0971	6.1000e-004	0.0977	0.0258	5.7000e-004	0.0264	0.0000	76.4405	76.4405	4.4500e-003	0.0000	76.5339
Total	0.0405	0.0586	0.5525	1.1200e-003	0.0971	6.1000e-004	0.0977	0.0258	5.7000e-004	0.0264	0.0000	76.4405	76.4405	4.4500e-003	0.0000	76.5339

3.6 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.4727					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1100e-003	0.1383	0.2391	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.3200	33.3200	3.1700e-003	0.0000	33.3865
Total	9.4798	0.1383	0.2391	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.3200	33.3200	3.1700e-003	0.0000	33.3865

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	0.0405	0.0586	0.5525	1.1200e-003	0.0297	6.1000e-004	0.0303	9.2400e-003	5.7000e-004	9.8000e-003	0.0000	76.4405	76.4405	4.4500e-003	0.0000	76.5339
Total	0.0405	0.0586	0.5525	1.1200e-003	0.0297	6.1000e-004	0.0303	9.2400e-003	5.7000e-004	9.8000e-003	0.0000	76.4405	76.4405	4.4500e-003	0.0000	76.5339

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.4727					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0348	0.2395	0.2403	3.9000e-004		0.0168	0.0168		0.0168	0.0168	0.0000	33.3200	33.3200	2.8100e-003	0.0000	33.3791
Total	9.5074	0.2395	0.2403	3.9000e-004		0.0168	0.0168		0.0168	0.0168	0.0000	33.3200	33.3200	2.8100e-003	0.0000	33.3791

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	0.0372	0.0542	0.5113	1.1200e-003	0.0971	6.1000e-004	0.0977	0.0258	5.7000e-004	0.0264	0.0000	73.5706	73.5706	4.2000e-003	0.0000	73.6589
Total	0.0372	0.0542	0.5113	1.1200e-003	0.0971	6.1000e-004	0.0977	0.0258	5.7000e-004	0.0264	0.0000	73.5706	73.5706	4.2000e-003	0.0000	73.6589

3.6 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.4727					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1100e-003	0.1383	0.2391	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.3199	33.3199	2.8100e-003	0.0000	33.3790
Total	9.4798	0.1383	0.2391	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.3199	33.3199	2.8100e-003	0.0000	33.3790

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	0.0372	0.0542	0.5113	1.1200e-003	0.0297	6.1000e-004	0.0303	9.2400e-003	5.7000e-004	9.8100e-003	0.0000	73.5706	73.5706	4.2000e-003	0.0000	73.6589
Total	0.0372	0.0542	0.5113	1.1200e-003	0.0297	6.1000e-004	0.0303	9.2400e-003	5.7000e-004	9.8100e-003	0.0000	73.5706	73.5706	4.2000e-003	0.0000	73.6589

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.5090					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.2206	0.2399	3.9000e-004		0.0145	0.0145		0.0145	0.0145	0.0000	33.4476	33.4476	2.5900e-003	0.0000	33.5020
Total	9.5407	0.2206	0.2399	3.9000e-004		0.0145	0.0145		0.0145	0.0145	0.0000	33.4476	33.4476	2.5900e-003	0.0000	33.5020

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	0.0348	0.0509	0.4799	1.1300e-003	0.0975	6.2000e-004	0.0981	0.0259	5.7000e-004	0.0265	0.0000	70.8542	70.8542	4.0200e-003	0.0000	70.9387
Total	0.0348	0.0509	0.4799	1.1300e-003	0.0975	6.2000e-004	0.0981	0.0259	5.7000e-004	0.0265	0.0000	70.8542	70.8542	4.0200e-003	0.0000	70.9387

3.6 Architectural Coating - 2020

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	9.5090					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1400e-003	0.1388	0.2401	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.4476	33.4476	2.5900e-003	0.0000	33.5020
Total	9.5161	0.1388	0.2401	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.4476	33.4476	2.5900e-003	0.0000	33.5020

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	0.0348	0.0509	0.4799	1.1300e-003	0.0298	6.2000e-004	0.0304	9.2700e-003	5.7000e-004	9.8500e-003	0.0000	70.8542	70.8542	4.0200e-003	0.0000	70.9387
Total	0.0348	0.0509	0.4799	1.1300e-003	0.0298	6.2000e-004	0.0304	9.2700e-003	5.7000e-004	9.8500e-003	0.0000	70.8542	70.8542	4.0200e-003	0.0000	70.9387

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	9.4727					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0286	0.1993	0.2372	3.9000e-004		0.0123	0.0123		0.0123	0.0123	0.0000	33.3200	33.3200	2.2900e-003	0.0000	33.3680
Total	9.5012	0.1993	0.2372	3.9000e-004		0.0123	0.0123		0.0123	0.0123	0.0000	33.3200	33.3200	2.2900e-003	0.0000	33.3680

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	0.0329	0.0481	0.4553	1.1200e-003	0.0971	6.2000e-004	0.0977	0.0258	5.8000e-004	0.0264	0.0000	69.5448	69.5448	3.8900e-003	0.0000	69.6266
Total	0.0329	0.0481	0.4553	1.1200e-003	0.0971	6.2000e-004	0.0977	0.0258	5.8000e-004	0.0264	0.0000	69.5448	69.5448	3.8900e-003	0.0000	69.6266

3.6 Architectural Coating - 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					
Archit. Coating	9.4727					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1100e-003	0.1383	0.2391	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.3199	33.3199	2.2900e-003	0.0000	33.3679
Total	9.4798	0.1383	0.2391	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.3199	33.3199	2.2900e-003	0.0000	33.3679

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	0.0329	0.0481	0.4553	1.1200e-003	0.0297	6.2000e-004	0.0303	9.2400e-003	5.8000e-004	9.8200e-003	0.0000	69.5448	69.5448	3.8900e-003	0.0000	69.6266
Total	0.0329	0.0481	0.4553	1.1200e-003	0.0297	6.2000e-004	0.0303	9.2400e-003	5.8000e-004	9.8200e-003	0.0000	69.5448	69.5448	3.8900e-003	0.0000	69.6266

3.6 Architectural Coating - 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					
Archit. Coating	5.2626					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0148	0.1021	0.1315	2.2000e-004		5.9200e-003	5.9200e-003		5.9200e-003	5.9200e-003	0.0000	18.5111	18.5111	1.2100e-003	0.0000	18.5364
Total	5.2774	0.1021	0.1315	2.2000e-004		5.9200e-003	5.9200e-003		5.9200e-003	5.9200e-003	0.0000	18.5111	18.5111	1.2100e-003	0.0000	18.5364

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	0.0174	0.0257	0.2410	6.2000e-004	0.0539	3.5000e-004	0.0543	0.0143	3.2000e-004	0.0146	0.0000	38.0676	38.0676	2.1000e-003	0.0000	38.1118
Total	0.0174	0.0257	0.2410	6.2000e-004	0.0539	3.5000e-004	0.0543	0.0143	3.2000e-004	0.0146	0.0000	38.0676	38.0676	2.1000e-003	0.0000	38.1118

3.6 Architectural Coating - 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	tons/yr										MT/yr					
Archit. Coating	5.2626					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9500e-003	0.0768	0.1329	2.2000e-004		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	18.5111	18.5111	1.2100e-003	0.0000	18.5364
Total	5.2665	0.0768	0.1329	2.2000e-004		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	18.5111	18.5111	1.2100e-003	0.0000	18.5364

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	0.0174	0.0257	0.2410	6.2000e-004	0.0165	3.5000e-004	0.0169	5.1300e-003	3.2000e-004	5.4500e-003	0.0000	38.0676	38.0676	2.1000e-003	0.0000	38.1118
Total	0.0174	0.0257	0.2410	6.2000e-004	0.0165	3.5000e-004	0.0169	5.1300e-003	3.2000e-004	5.4500e-003	0.0000	38.0676	38.0676	2.1000e-003	0.0000	38.1118

3.7 Paving - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0193	0.1999	0.2081	3.2000e-004		0.0107	0.0107		9.8600e-003	9.8600e-003	0.0000	28.4230	28.4230	9.1900e-003	0.0000	28.6160
Paving	9.1200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0284	0.1999	0.2081	3.2000e-004		0.0107	0.0107		9.8600e-003	9.8600e-003	0.0000	28.4230	28.4230	9.1900e-003	0.0000	28.6160

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	6.4000e-004	9.4000e-004	8.8500e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.3071	1.3071	7.0000e-005	0.0000	1.3087
Total	6.4000e-004	9.4000e-004	8.8500e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.3071	1.3071	7.0000e-005	0.0000	1.3087

3.7 Paving - 2020

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	4.7600e-003	0.1425	0.2455	3.2000e-004		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	28.4230	28.4230	9.1900e-003	0.0000	28.6160
Paving	9.1200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0139	0.1425	0.2455	3.2000e-004		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	28.4230	28.4230	9.1900e-003	0.0000	28.6160

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	6.4000e-004	9.4000e-004	8.8500e-003	2.0000e-005	5.5000e-004	1.0000e-005	5.6000e-004	1.7000e-004	1.0000e-005	1.8000e-004	0.0000	1.3071	1.3071	7.0000e-005	0.0000	1.3087
Total	6.4000e-004	9.4000e-004	8.8500e-003	2.0000e-005	5.5000e-004	1.0000e-005	5.6000e-004	1.7000e-004	1.0000e-005	1.8000e-004	0.0000	1.3071	1.3071	7.0000e-005	0.0000	1.3087

3.7 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0560	0.5761	0.6531	1.0200e-003		0.0303	0.0303		0.0278	0.0278	0.0000	89.1686	89.1686	0.0288	0.0000	89.7742
Paving	0.0286					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0846	0.5761	0.6531	1.0200e-003		0.0303	0.0303		0.0278	0.0278	0.0000	89.1686	89.1686	0.0288	0.0000	89.7742

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	1.9100e-003	2.8000e-003	0.0265	7.0000e-005	5.6400e-003	4.0000e-005	5.6800e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.0412	4.0412	2.3000e-004	0.0000	4.0460
Total	1.9100e-003	2.8000e-003	0.0265	7.0000e-005	5.6400e-003	4.0000e-005	5.6800e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.0412	4.0412	2.3000e-004	0.0000	4.0460

3.7 Paving - 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	0.0149	0.4471	0.7702	1.0200e-003		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	89.1685	89.1685	0.0288	0.0000	89.7741
Paving	0.0286					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0436	0.4471	0.7702	1.0200e-003		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	89.1685	89.1685	0.0288	0.0000	89.7741

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	1.9100e-003	2.8000e-003	0.0265	7.0000e-005	1.7300e-003	4.0000e-005	1.7600e-003	5.4000e-004	3.0000e-005	5.7000e-004	0.0000	4.0412	4.0412	2.3000e-004	0.0000	4.0460
Total	1.9100e-003	2.8000e-003	0.0265	7.0000e-005	1.7300e-003	4.0000e-005	1.7600e-003	5.4000e-004	3.0000e-005	5.7000e-004	0.0000	4.0412	4.0412	2.3000e-004	0.0000	4.0460

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Implement NEV Network

	ROG	NOx	CO	SO2	Fugitive 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					
Unmitigated	2.7237	6.5681	31.2295	0.0676	4.4253	0.1318	4.5571	1.1824	0.1214	1.3038	0.0000	4,663.4261	4,663.4261	0.1722	0.0000	4,667.0419
Mitigated	2.4970	4.9971	25.6274	0.0467	2.9946	0.0922	3.0868	0.8001	0.0850	0.8851	0.0000	3,220.6144	3,220.6144	0.1237	0.0000	3,223.2126

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	11.13	11.13	11.13	21,220	14,360
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Single Family Housing	4,476.00	7,368.00	6420.00	11,557,852	7,821,299
User Defined Recreational	0.00	0.00	0.00		
User Defined Recreational	0.00	0.00	0.00		
Total	4,487.13	7,379.13	6,431.13	11,579,072	7,835,659

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	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Single Family Housing	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.469364	0.065576	0.169825	0.159036	0.038089	0.006139	0.011322	0.071493	0.001371	0.001211	0.003602	0.000518	0.002454

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,139.6258	2,139.6258	0.0984	0.0204	2,147.9992
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,680.0010	2,680.0010	0.1232	0.0255	2,690.4892
NaturalGas Mitigated	0.1915	1.6364	0.6963	0.0105		0.1323	0.1323		0.1323	0.1323	0.0000	1,895.1241	1,895.1241	0.0363	0.0347	1,906.6575
NaturalGas Unmitigated	0.2185	1.8671	0.7945	0.0119		0.1510	0.1510		0.1510	0.1510	0.0000	2,162.3177	2,162.3177	0.0414	0.0396	2,175.4772

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						
Other Asphalt Surfaces	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	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	4.05203e+007	0.2185	1.8671	0.7945	0.0119		0.1510	0.1510		0.1510	0.1510	0.0000	2,162.3177	2,162.3177	0.0414	0.0396	2,175.4772	
User Defined Recreational	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	0.0000
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	0.0000
Total		0.2185	1.8671	0.7945	0.0119		0.1510	0.1510		0.1510	0.1510	0.0000	2,162.3177	2,162.3177	0.0414	0.0396	2,175.4772	

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	tons/yr										MT/yr						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	3.55133e+007	0.1915	1.6364	0.6963	0.0105		0.1323	0.1323		0.1323	0.1323	0.0000	1,895.1241	1,895.1241	0.0363	0.0347	1,906.6575	
User Defined Recreational	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	0.0000
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	0.0000
Other Asphalt Surfaces	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	0.0000
Total		0.1915	1.6364	0.6963	0.0105		0.1323	0.1323		0.1323	0.1323	0.0000	1,895.1241	1,895.1241	0.0363	0.0347	1,906.6575	

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
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	149600	42.8106	1.9700e-003	4.1000e-004	42.9781
Single Family Housing	9.21557e+006	2,637.1904	0.1212	0.0251	2,647.5111
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		2,680.0010	0.1232	0.0255	2,690.4892

5.3 Energy by Land Use - Electricity

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
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	71060	20.3350	9.3000e-004	1.9000e-004	20.4146
Single Family Housing	7.40579e+006	2,119.2908	0.0974	0.0202	2,127.5846
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		2,139.6258	0.0984	0.0204	2,147.9992

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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					
Unmitigated	19.9620	0.1029	8.9264	4.7000e-004		0.0713	0.0713		0.0711	0.0711	0.0000	329.6240	329.6240	0.0201	5.7800e-003	331.8369
Mitigated	14.7837	0.0923	7.8654	3.9000e-004		0.0651	0.0651		0.0648	0.0648	0.0000	327.4587	327.4587	0.0168	5.7800e-003	329.6017

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.0267					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	14.6336					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0318	0.0000	1.7400e-003	0.0000		0.0220	0.0220		0.0218	0.0218	0.0000	315.0599	315.0599	6.0400e-003	5.7800e-003	316.9773
Landscaping	0.2699	0.1029	8.9247	4.7000e-004		0.0493	0.0493		0.0493	0.0493	0.0000	14.5641	14.5641	0.0141	0.0000	14.8595
Total	19.9620	0.1029	8.9264	4.7000e-004		0.0713	0.0713		0.0711	0.0711	0.0000	329.6240	329.6240	0.0201	5.7800e-003	331.8369

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0053					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	13.5395					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0318	0.0000	1.7400e-003	0.0000		0.0220	0.0220		0.0218	0.0218	0.0000	315.0599	315.0599	6.0400e-003	5.7800e-003	316.9773
Landscaping	0.2071	0.0923	7.8636	3.9000e-004		0.0431	0.0431		0.0431	0.0431	0.0000	12.3988	12.3988	0.0107	0.0000	12.6244
Total	14.7837	0.0923	7.8654	3.9000e-004		0.0651	0.0651		0.0648	0.0648	0.0000	327.4587	327.4587	0.0168	5.7800e-003	329.6017

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Unmitigated	1,261.872 0	5.2398	0.1339	1,413.424 5
Mitigated	993.0372	4.1911	0.1070	1,114.214 8

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 36.8863	117.2733	5.3900e- 003	1.1200e- 003	117.7322
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	157.68 / 157.68	1,138.882 8	5.1881	0.1317	1,288.651 2
User Defined Recreational	1.41365 / 0	5.7160	0.0463	1.1400e- 003	7.0411
Total		1,261.872 0	5.2398	0.1339	1,413.424 5

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 29.5091	93.8186	4.3100e-003	8.9000e-004	94.1858
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	126.144 / 126.144	894.7921	4.1497	0.1052	1,014.5430
User Defined Recreational	1.13092 / 0	4.4265	0.0370	9.1000e-004	5.4861
Total		993.0372	4.1911	0.1070	1,114.2148

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	48.7178	2.8791	0.0000	109.1798
Unmitigated	194.8713	11.5166	0.0000	436.7192

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.6	0.1218	7.2000e-003	0.0000	0.2730
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	959.4	194.7495	11.5094	0.0000	436.4463
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		194.8713	11.5166	0.0000	436.7192

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.15	0.0305	1.8000e-003	0.0000	0.0682
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	239.85	48.6874	2.8773	0.0000	109.1116
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		48.7178	2.8791	0.0000	109.1798

9.0 Operational Offroad

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

10.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	106.2000	0.0000	0.0000	106.2000

10.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	150	106.2000	0.0000	0.0000	106.2000
Total		106.2000	0.0000	0.0000	106.2000

Active Adult Community (Planning Area 8)
Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
Parking Lot	425.00	Space	3.82	170,000.00	0
City Park	7.00	Acre	7.00	304,920.00	0
User Defined Recreational	78.00	User Defined Unit	0.00	0.00	0
User Defined Recreational	0.00	User Defined Unit	0.00	23,000.00	0
Single Family Housing	1,200.00	Dwelling Unit	234.00	2,160,000.00	2340

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.4	Precipitation Freq (Days)	20
Climate Zone	10			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Population based on 1.95 factor
 Private Park 7 acres
 25 acres of road right of way
 23,000 sf = clubhouse

Construction Phase - Construction Assumptions

Off-road Equipment -

Off-road Equipment - no cranes

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Construction assumptions

Off-road Equipment - Typical equipment used for trenching of utilities

Trips and VMT - Construction assumptions from CalEEMod User's Guide; Updated to 20 worker trips/day for trenching.

On-road Fugitive Dust - 100% paved roads

Grading - Grading will take place over entire Project site.

Architectural Coating -

Vehicle Trips - Private City Park/Open Space

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 100% paved road

Woodstoves - No woodstoves

Area Coating -

Water And Wastewater - Calculated

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Per SCAQMD, All off-road diesel powered construction equipment greater than 50 hp shall meet Tier 4 emission standards, where available

Fugitive Dust requirements per SCAQMD Rule 403 and 403.1

Mobile Land Use Mitigation - 3.75 units per acre
12.7 low penetration NEV network

Mobile Commute Mitigation -

Area Mitigation - Per SCAQMD Rule 1113

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	80
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	12.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	330.00	1,385.00
tblConstructionPhase	NumDays	4,650.00	1,044.00
tblConstructionPhase	NumDays	465.00	180.00
tblConstructionPhase	NumDays	330.00	120.00
tblConstructionPhase	NumDays	180.00	20.00
tblConstructionPhase	PhaseEndDate	3/15/2022	7/22/2022
tblConstructionPhase	PhaseEndDate	11/20/2020	11/22/2016
tblConstructionPhase	PhaseEndDate	1/6/2023	5/7/2021
tblConstructionPhase	PhaseEndDate	1/20/2017	11/21/2016
tblConstructionPhase	PhaseStartDate	11/23/2016	4/1/2017
tblConstructionPhase	PhaseStartDate	7/23/2022	11/23/2020
tblConstructionPhase	PhaseStartDate	8/6/2016	6/7/2016
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	NumberGas	1,020.00	400.00
tblFireplaces	NumberNoFireplace	60.00	0.00
tblFireplaces	NumberWood	120.00	0.00
tblGrading	AcresOfGrading	450.00	577.00
tblLandUse	LandUseSquareFeet	0.00	23,000.00

tblLandUse	LotAcreage	389.61	234.00
tblLandUse	Population	3,876.00	2,340.00
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	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	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
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblProjectCharacteristics	OperationalYear	2014	2022
tblRoadDust	RoadPercentPave	50	100
tblSequestration	NumberOfNewTrees	0.00	150.00
tblTripsAndVMT	VendorTripNumber	388.00	129.00
tblTripsAndVMT	WorkerTripNumber	28.00	20.00
tblTripsAndVMT	WorkerTripNumber	1,099.00	432.00
tblTripsAndVMT	WorkerTripNumber	220.00	90.00
tblVehicleTrips	ST_TR	10.08	6.14

tblVehicleTrips	SU_TR	8.77	5.35
tblVehicleTrips	WD_TR	9.57	3.73
tblWater	IndoorWaterUseRate	78,184,830.75	157,680,000.00
tblWater	IndoorWaterUseRate	0.00	1,413,645.00
tblWater	OutdoorWaterUseRate	8,340,369.45	36,886,345.00
tblWater	OutdoorWaterUseRate	49,290,436.77	157,680,000.00
tblWoodstoves	NumberCatalytic	60.00	0.00
tblWoodstoves	NumberNoncatalytic	60.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	6.8921	79.1702	52.2694	0.0637	18.2169	3.8033	21.3062	9.9706	3.4991	12.8128	0.0000	6,651.125 2	6,651.125 2	1.9470	0.0000	6,692.011 1
2016	11.6250	119.2825	78.8442	0.1163	9.7563	6.1226	15.8788	3.7661	5.6881	9.4541	0.0000	11,825.85 05	11,825.85 05	3.2862	0.0000	11,894.86 06
2017	73.3456	2.6427	7.0818	0.0118	0.7530	0.1781	0.9311	0.1997	0.1778	0.3775	0.0000	965.8019	965.8019	0.0700	0.0000	967.2718
2018	73.2710	2.4256	6.5925	0.0118	0.7530	0.1553	0.9083	0.1997	0.1549	0.3546	0.0000	939.4270	939.4270	0.0643	0.0000	940.7778
2019	73.2071	2.2233	6.2222	0.0117	0.7530	0.1335	0.8865	0.1997	0.1331	0.3329	0.0000	914.7702	914.7702	0.0593	0.0000	916.0153
2020	75.1722	15.8923	20.9591	0.0355	0.8785	0.8555	1.7340	0.2330	0.7960	1.0290	0.0000	3,151.123 5	3,151.123 5	0.7601	0.0000	3,167.085 8
2021	75.0283	14.5897	20.7150	0.0355	0.8785	0.7649	1.6434	0.2330	0.7112	0.9443	0.0000	3,140.148 0	3,140.148 0	0.7564	0.0000	3,156.031 4
2022	73.0868	1.7393	5.5210	0.0117	0.7530	0.0865	0.8395	0.1997	0.0862	0.2859	0.0000	871.3106	871.3106	0.0503	0.0000	872.3667
Total	461.6281	237.9657	198.2052	0.2980	32.7421	12.0996	44.1277	15.0017	11.2463	25.5910	0.0000	28,459.55 69	28,459.55 69	6.9935	0.0000	28,606.42 05

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	111.5026	1.1435	99.2052	5.2300e-003		1.0843	1.0843		1.0786	1.0786	0.0000	8,648.9682	8,648.9682	0.3346	0.1553	8,704.1368
Energy	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174
Mobile	24.9088	48.7423	252.5646	0.5375	35.0647	1.0310	36.0956	9.3598	0.9501	10.3099		40,825.6754	40,825.6754	1.4860		40,856.8808
Total	137.6086	60.1166	356.1233	0.6080	35.0647	2.9424	38.0071	9.3598	2.8559	12.2157	0.0000	62,535.1767	62,535.1767	2.0709	0.3947	62,701.0350

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	82.7748	1.0253	87.4159	4.3200e-003		1.0150	1.0150		1.0093	1.0093	0.0000	8,622.4476	8,622.4476	0.2939	0.1553	8,676.7613
Energy	1.0493	8.9666	3.8156	0.0572		0.7250	0.7250		0.7250	0.7250		11,446.6668	11,446.6668	0.2194	0.2099	11,516.3293
Mobile	23.0170	37.3356	203.6886	0.3714	23.7286	0.7206	24.4491	6.3339	0.6641	6.9980		28,201.4744	28,201.4744	1.0672		28,223.8857
Total	106.8410	47.3274	294.9200	0.4329	23.7286	2.4605	26.1891	6.3339	2.3984	8.7323	0.0000	48,270.5887	48,270.5887	1.5805	0.3652	48,416.9762

	ROG	NOx	CO	SO2	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	22.36	21.27	17.19	28.80	32.33	16.38	31.09	32.33	16.02	28.52	0.00	22.81	22.81	23.68	7.49	22.78

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	11/1/2015	11/27/2015	5	20	
2	Grading	Grading	11/28/2015	8/5/2016	5	180	
3	Utilities	Trenching	6/7/2016	11/21/2016	5	120	
4	Building Construction	Building Construction	11/22/2016	11/22/2016	5	1044	
5	Architectural Coating	Architectural Coating	4/1/2017	7/22/2022	5	1385	
6	Paving	Paving	11/23/2020	5/7/2021	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 577

Acres of Paving: 0

Residential Indoor: 4,374,000; Residential Outdoor: 1,458,000; Non-Residential Indoor: 2,133,030; Non-Residential Outdoor: 711,010
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Utilities	Air Compressors	1	6.00	78	0.48
Utilities	Forklifts	1	4.00	89	0.20
Utilities	Generator Sets	1	8.00	84	0.74
Utilities	Off-Highway Trucks	2	8.00	400	0.38
Utilities	Signal Boards	1	8.00	6	0.82
Utilities	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Utilities	Trenchers	1	6.00	80	0.50
Utilities	Welders	1	8.00	46	0.45
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

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	8	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	11	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	432.00	129.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	90.00	0.00	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

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412		4,111.744 4	4,111.744 4	1.2275		4,137.522 5
Total	5.2609	56.8897	42.6318	0.0391	18.0663	3.0883	21.1545	9.9307	2.8412	12.7719		4,111.744 4	4,111.744 4	1.2275		4,137.522 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.1053	0.1112	1.2865	1.7600e-003	0.1506	1.0300e-003	0.1516	0.0400	9.4000e-004	0.0409		148.3937	148.3937	9.4800e-003		148.5928
Total	0.1053	0.1112	1.2865	1.7600e-003	0.1506	1.0300e-003	0.1516	0.0400	9.4000e-004	0.0409		148.3937	148.3937	9.4800e-003		148.5928

3.2 Site Preparation - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.6936	0.0000	6.6936	3.6793	0.0000	3.6793			0.0000			0.0000
Off-Road	0.7103	12.3804	23.4003	0.0391		0.0634	0.0634		0.0634	0.0634	0.0000	4,111.744 4	4,111.744 4	1.2275		4,137.522 4
Total	0.7103	12.3804	23.4003	0.0391	6.6936	0.0634	6.7570	3.6793	0.0634	3.7428	0.0000	4,111.744 4	4,111.744 4	1.2275		4,137.522 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1053	0.1112	1.2865	1.7600e-003	0.0459	1.0300e-003	0.0469	0.0142	9.4000e-004	0.0152		148.3937	148.3937	9.4800e-003		148.5928
Total	0.1053	0.1112	1.2865	1.7600e-003	0.0459	1.0300e-003	0.0469	0.0142	9.4000e-004	0.0152		148.3937	148.3937	9.4800e-003		148.5928

3.3 Grading - 2015

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					9.4216	0.0000	9.4216	3.6773	0.0000	3.6773			0.0000			0.0000
Off-Road	6.7751	79.0467	50.8400	0.0618		3.8022	3.8022		3.4980	3.4980		6,486.2433	6,486.2433	1.9364		6,526.9080
Total	6.7751	79.0467	50.8400	0.0618	9.4216	3.8022	13.2238	3.6773	3.4980	7.1753		6,486.2433	6,486.2433	1.9364		6,526.9080

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1170	0.1236	1.4294	1.9500e-003	0.1673	1.1500e-003	0.1685	0.0444	1.0500e-003	0.0454		164.8819	164.8819	0.0105		165.1031
Total	0.1170	0.1236	1.4294	1.9500e-003	0.1673	1.1500e-003	0.1685	0.0444	1.0500e-003	0.0454		164.8819	164.8819	0.0105		165.1031

3.3 Grading - 2015

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					3.4907	0.0000	3.4907	1.3624	0.0000	1.3624			0.0000			0.0000
Off-Road	0.9779	20.2885	37.9432	0.0618		0.1009	0.1009		0.1009	0.1009	0.0000	6,486.2433	6,486.2433	1.9364		6,526.9080
Total	0.9779	20.2885	37.9432	0.0618	3.4907	0.1009	3.5916	1.3624	0.1009	1.4633	0.0000	6,486.2433	6,486.2433	1.9364		6,526.9080

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1170	0.1236	1.4294	1.9500e-003	0.0510	1.1500e-003	0.0521	0.0158	1.0500e-003	0.0169		164.8819	164.8819	0.0105		165.1031
Total	0.1170	0.1236	1.4294	1.9500e-003	0.0510	1.1500e-003	0.0521	0.0158	1.0500e-003	0.0169		164.8819	164.8819	0.0105		165.1031

3.3 Grading - 2016

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					9.4216	0.0000	9.4216	3.6773	0.0000	3.6773			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	6.4795	74.8137	49.1374	0.0617	9.4216	3.5842	13.0058	3.6773	3.2975	6.9748		6,414.9807	6,414.9807	1.9350		6,455.6154

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		158.5493	158.5493	9.6700e-003		158.7524

3.3 Grading - 2016

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					3.4907	0.0000	3.4907	1.3624	0.0000	1.3624			0.0000			0.0000
Off-Road	0.9779	20.2885	37.9432	0.0617		0.1009	0.1009		0.1009	0.1009	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	0.9779	20.2885	37.9432	0.0617	3.4907	0.1009	3.5916	1.3624	0.1009	1.4633	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		158.5493	158.5493	9.6700e-003		158.7524

3.4 Utilities - 2016

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	4.9355	44.2455	27.1405	0.0507		2.5362	2.5362		2.3886	2.3886		5,093.771 1	5,093.771 1	1.3319		5,121.740 4
Total	4.9355	44.2455	27.1405	0.0507		2.5362	2.5362		2.3886	2.3886		5,093.771 1	5,093.771 1	1.3319		5,121.740 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		158.5493	158.5493	9.6700e-003		158.7524

3.4 Utilities - 2016

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	0.9061	17.0076	30.0123	0.0507		0.1211	0.1211		0.1211	0.1211	0.0000	5,093.771 1	5,093.771 1	1.3319		5,121.740 4
Total	0.9061	17.0076	30.0123	0.0507		0.1211	0.1211		0.1211	0.1211	0.0000	5,093.771 1	5,093.771 1	1.3319		5,121.740 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		158.5493	158.5493	9.6700e-003		158.7524

3.5 Building Construction - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7762	21.0412	15.8949	0.0219		1.6287	1.6287		1.5368	1.5368		2,156.3310	2,156.3310	0.5073		2,166.9844
Total	2.7762	21.0412	15.8949	0.0219		1.6287	1.6287		1.5368	1.5368		2,156.3310	2,156.3310	0.5073		2,166.9844

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.3355	8.9573	16.3602	0.0212	0.6265	0.1889	0.8154	0.1777	0.1737	0.3513		2,113.8990	2,113.8990	0.0141		2,114.1946
Worker	2.2694	2.4116	27.7162	0.0422	3.6144	0.0236	3.6381	0.9587	0.0217	0.9804		3,424.6652	3,424.6652	0.2089		3,429.0509
Total	3.6048	11.3689	44.0764	0.0634	4.2409	0.2125	4.4535	1.1364	0.1954	1.3318		5,538.5642	5,538.5642	0.2229		5,543.2456

3.5 Building Construction - 2016

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,156.3310	2,156.3310	0.5073		2,166.9844
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,156.3310	2,156.3310	0.5073		2,166.9844

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.3355	8.9573	16.3602	0.0212	0.2581	0.1889	0.4470	0.0873	0.1737	0.2609		2,113.8990	2,113.8990	0.0141		2,114.1946
Worker	2.2694	2.4116	27.7162	0.0422	1.1014	0.0236	1.1250	0.3419	0.0217	0.3636		3,424.6652	3,424.6652	0.2089		3,429.0509
Total	3.6048	11.3689	44.0764	0.0634	1.3595	0.2125	1.5720	0.4291	0.1954	0.6245		5,538.5642	5,538.5642	0.2229		5,543.2456

3.6 Architectural Coating - 2017

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	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	72.9198	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4258	0.4577	5.2138	8.7800e-003	0.7530	4.7800e-003	0.7578	0.1997	4.4100e-003	0.2041		684.3539	684.3539	0.0403		685.1997
Total	0.4258	0.4577	5.2138	8.7800e-003	0.7530	4.7800e-003	0.7578	0.1997	4.4100e-003	0.2041		684.3539	684.3539	0.0403		685.1997

3.6 Architectural Coating - 2017

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	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0297		282.0721
Total	72.6419	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0297		282.0721

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4258	0.4577	5.2138	8.7800e-003	0.2295	4.7800e-003	0.2342	0.0712	4.4100e-003	0.0756		684.3539	684.3539	0.0403		685.1997
Total	0.4258	0.4577	5.2138	8.7800e-003	0.2295	4.7800e-003	0.2342	0.0712	4.4100e-003	0.0756		684.3539	684.3539	0.0403		685.1997

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	72.8861	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3849	0.4198	4.7383	8.7800e-003	0.7530	4.7100e-003	0.7577	0.1997	4.3500e-003	0.2041		657.9785	657.9785	0.0376		658.7676
Total	0.3849	0.4198	4.7383	8.7800e-003	0.7530	4.7100e-003	0.7577	0.1997	4.3500e-003	0.2041		657.9785	657.9785	0.0376		658.7676

3.6 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4485	281.4485	0.0267		282.0102
Total	72.6419	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4485	281.4485	0.0267		282.0102

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3849	0.4198	4.7383	8.7800e-003	0.2295	4.7100e-003	0.2342	0.0712	4.3500e-003	0.0756		657.9785	657.9785	0.0376		658.7676
Total	0.3849	0.4198	4.7383	8.7800e-003	0.2295	4.7100e-003	0.2342	0.0712	4.3500e-003	0.0756		657.9785	657.9785	0.0376		658.7676

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	72.8539	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3532	0.3879	4.3809	8.7700e-003	0.7530	4.7100e-003	0.7577	0.1997	4.3700e-003	0.2041		633.3222	633.3222	0.0355		634.0680
Total	0.3532	0.3879	4.3809	8.7700e-003	0.7530	4.7100e-003	0.7577	0.1997	4.3700e-003	0.2041		633.3222	633.3222	0.0355		634.0680

3.6 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0238		281.9473
Total	72.6419	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0238		281.9473

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3532	0.3879	4.3809	8.7700e-003	0.2295	4.7100e-003	0.2342	0.0712	4.3700e-003	0.0756		633.3222	633.3222	0.0355		634.0680
Total	0.3532	0.3879	4.3809	8.7700e-003	0.2295	4.7100e-003	0.2342	0.0712	4.3700e-003	0.0756		633.3222	633.3222	0.0355		634.0680

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9057
Total	72.8296	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9057

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3286	0.3634	4.0932	8.7600e-003	0.7530	4.7200e-003	0.7577	0.1997	4.3800e-003	0.2041		607.6443	607.6443	0.0339		608.3551
Total	0.3286	0.3634	4.0932	8.7600e-003	0.7530	4.7200e-003	0.7577	0.1997	4.3800e-003	0.2041		607.6443	607.6443	0.0339		608.3551

3.6 Architectural Coating - 2020

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	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0218		281.9057
Total	72.6419	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0218		281.9057

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3286	0.3634	4.0932	8.7600e-003	0.2295	4.7200e-003	0.2342	0.0712	4.3800e-003	0.0756		607.6443	607.6443	0.0339		608.3551
Total	0.3286	0.3634	4.0932	8.7600e-003	0.2295	4.7200e-003	0.2342	0.0712	4.3800e-003	0.0756		607.6443	607.6443	0.0339		608.3551

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537
Total	72.8064	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3102	0.3447	3.8954	8.7700e-003	0.7530	4.7800e-003	0.7578	0.1997	4.4300e-003	0.2042		598.6688	598.6688	0.0329		599.3595
Total	0.3102	0.3447	3.8954	8.7700e-003	0.7530	4.7800e-003	0.7578	0.1997	4.4300e-003	0.2042		598.6688	598.6688	0.0329		599.3595

3.6 Architectural Coating - 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	lb/day										lb/day					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.8537
Total	72.6419	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.8537

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3102	0.3447	3.8954	8.7700e-003	0.2295	4.7800e-003	0.2342	0.0712	4.4300e-003	0.0757		598.6688	598.6688	0.0329		599.3595
Total	0.3102	0.3447	3.8954	8.7700e-003	0.2295	4.7800e-003	0.2342	0.0712	4.4300e-003	0.0757		598.6688	598.6688	0.0329		599.3595

3.6 Architectural Coating - 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					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.8329
Total	72.7920	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.8329

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2948	0.3308	3.7074	8.7700e-003	0.7530	4.8000e-003	0.7578	0.1997	4.4500e-003	0.2042		589.8626	589.8626	0.0320		590.5339
Total	0.2948	0.3308	3.7074	8.7700e-003	0.7530	4.8000e-003	0.7578	0.1997	4.4500e-003	0.2042		589.8626	589.8626	0.0320		590.5339

3.6 Architectural Coating - 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					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.8329
Total	72.6419	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.8329

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2948	0.3308	3.7074	8.7700e-003	0.2295	4.8000e-003	0.2343	0.0712	4.4500e-003	0.0757		589.8626	589.8626	0.0320		590.5339
Total	0.2948	0.3308	3.7074	8.7700e-003	0.2295	4.8000e-003	0.2343	0.0712	4.4500e-003	0.0757		589.8626	589.8626	0.0320		590.5339

3.7 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3301	13.7845	14.3523	0.0223		0.7390	0.7390		0.6799	0.6799		2,160.7571	2,160.7571	0.6988		2,175.4326
Paving	0.6292					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.9593	13.7845	14.3523	0.0223		0.7390	0.7390		0.6799	0.6799		2,160.7571	2,160.7571	0.6988		2,175.4326

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0548	0.0606	0.6822	1.4600e-003	0.1255	7.9000e-004	0.1263	0.0333	7.3000e-004	0.0340		101.2740	101.2740	5.6400e-003		101.3925
Total	0.0548	0.0606	0.6822	1.4600e-003	0.1255	7.9000e-004	0.1263	0.0333	7.3000e-004	0.0340		101.2740	101.2740	5.6400e-003		101.3925

3.7 Paving - 2020

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	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.757 1	2,160.757 1	0.6988		2,175.432 6
Paving	0.6292					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9574	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.757 1	2,160.757 1	0.6988		2,175.432 6

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0548	0.0606	0.6822	1.4600e-003	0.0382	7.9000e-004	0.0390	0.0119	7.3000e-004	0.0126		101.2740	101.2740	5.6400e-003		101.3925
Total	0.0548	0.0606	0.6822	1.4600e-003	0.0382	7.9000e-004	0.0390	0.0119	7.3000e-004	0.0126		101.2740	101.2740	5.6400e-003		101.3925

3.7 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2308	12.6607	14.3528	0.0223		0.6652	0.6652		0.6120	0.6120		2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	0.6292					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.8600	12.6607	14.3528	0.0223		0.6652	0.6652		0.6120	0.6120		2,160.2530	2,160.2530	0.6987		2,174.9250

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0517	0.0575	0.6492	1.4600e-003	0.1255	8.0000e-004	0.1263	0.0333	7.4000e-004	0.0340		99.7781	99.7781	5.4800e-003		99.8933
Total	0.0517	0.0575	0.6492	1.4600e-003	0.1255	8.0000e-004	0.1263	0.0333	7.4000e-004	0.0340		99.7781	99.7781	5.4800e-003		99.8933

3.7 Paving - 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	lb/day										lb/day					
Off-Road	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	0.6292					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9574	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.2530	2,160.2530	0.6987		2,174.9250

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0517	0.0575	0.6492	1.4600e-003	0.0382	8.0000e-004	0.0390	0.0119	7.4000e-004	0.0126		99.7781	99.7781	5.4800e-003		99.8933
Total	0.0517	0.0575	0.6492	1.4600e-003	0.0382	8.0000e-004	0.0390	0.0119	7.4000e-004	0.0126		99.7781	99.7781	5.4800e-003		99.8933

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Implement NEV Network

	ROG	NOx	CO	SO2	Fugitive 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	23.0170	37.3356	203.6886	0.3714	23.7286	0.7206	24.4491	6.3339	0.6641	6.9980		28,201.4744	28,201.4744	1.0672		28,223.8857
Unmitigated	24.9088	48.7423	252.5646	0.5375	35.0647	1.0310	36.0956	9.3598	0.9501	10.3099		40,825.6754	40,825.6754	1.4860		40,856.8808

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	11.13	11.13	11.13	21,220	14,360
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Single Family Housing	4,476.00	7,368.00	6420.00	11,557,852	7,821,299
User Defined Recreational	0.00	0.00	0.00		
User Defined Recreational	0.00	0.00	0.00		
Total	4,487.13	7,379.13	6,431.13	11,579,072	7,835,659

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	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Single Family Housing	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.469364	0.065576	0.169825	0.159036	0.038089	0.006139	0.011322	0.071493	0.001371	0.001211	0.003602	0.000518	0.002454

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.0493	8.9666	3.8156	0.0572		0.7250	0.7250		0.7250	0.7250		11,446.6668	11,446.6668	0.2194	0.2099	11,516.3293
NaturalGas Unmitigated	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174

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						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	111015	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174	
User Defined Recreational	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
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
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174	

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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	97.2967	1.0493	8.9666	3.8156	0.0572		0.7250	0.7250		0.7250	0.7250		11,446.6668	11,446.6668	0.2194	0.2099	11,516.3293
User Defined Recreational	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
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
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.0493	8.9666	3.8156	0.0572		0.7250	0.7250		0.7250	0.7250		11,446.6668	11,446.6668	0.2194	0.2099	11,516.3293

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use only Natural Gas Hearths
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	82.7748	1.0253	87.4159	4.3200e-003		1.0150	1.0150		1.0093	1.0093	0.0000	8,622.4476	8,622.4476	0.2939	0.1553	8,676.7613
Unmitigated	111.5026	1.1435	99.2052	5.2300e-003		1.0843	1.0843		1.0786	1.0786	0.0000	8,648.9682	8,648.9682	0.3346	0.1553	8,704.1368

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	27.5435					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	80.1841					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7765	4.0000e-005	0.0424	0.0000		0.5365	0.5365		0.5308	0.5308	0.0000	8,470.5882	8,470.5882	0.1624	0.1553	8,522.1388
Landscaping	2.9986	1.1435	99.1628	5.2300e-003		0.5478	0.5478		0.5478	0.5478		178.3799	178.3799	0.1723		181.9980
Total	111.5026	1.1435	99.2052	5.2300e-003		1.0843	1.0843		1.0786	1.0786	0.0000	8,648.9682	8,648.9682	0.3346	0.1553	8,704.1368

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	5.5087					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	74.1890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7765	4.0000e-005	0.0424	0.0000		0.5365	0.5365		0.5308	0.5308	0.0000	8,470.5882	8,470.5882	0.1624	0.1553	8,522.1388
Landscaping	2.3006	1.0252	87.3735	4.3200e-003		0.4785	0.4785		0.4785	0.4785		151.8594	151.8594	0.1316		154.6225
Total	82.7748	1.0253	87.4159	4.3200e-003		1.0150	1.0150		1.0093	1.0093	0.0000	8,622.4476	8,622.4476	0.2939	0.1553	8,676.7613

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

Active Adult Community (Planning Area 8)
Salton Sea Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
Parking Lot	425.00	Space	3.82	170,000.00	0
City Park	7.00	Acre	7.00	304,920.00	0
User Defined Recreational	78.00	User Defined Unit	0.00	0.00	0
User Defined Recreational	0.00	User Defined Unit	0.00	23,000.00	0
Single Family Housing	1,200.00	Dwelling Unit	234.00	2,160,000.00	2340

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.4	Precipitation Freq (Days)	20
Climate Zone	10			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Population based on 1.95 factor
 Private Park 7 acres
 25 acres of road right of way
 23,000 sf = clubhouse

Construction Phase - Construction Assumptions

Off-road Equipment -

Off-road Equipment - no cranes

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Construction assumptions

Off-road Equipment - Typical equipment used for trenching of utilities

Trips and VMT - Construction assumptions from CalEEMod User's Guide; Updated to 20 worker trips/day for trenching.

On-road Fugitive Dust - 100% paved roads

Grading - Grading will take place over entire Project site.

Architectural Coating -

Vehicle Trips - Private City Park/Open Space

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 100% paved road

Woodstoves - No woodstoves

Area Coating -

Water And Wastewater - Calculated

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Per SCAQMD, All off-road diesel powered construction equipment greater than 50 hp shall meet Tier 4 emission standards, where available

Fugitive Dust requirements per SCAQMD Rule 403 and 403.1

Mobile Land Use Mitigation - 3.75 units per acre
12.7 low penetration NEV network

Mobile Commute Mitigation -

Area Mitigation - Per SCAQMD Rule 1113

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	80
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	12.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	330.00	1,385.00
tblConstructionPhase	NumDays	4,650.00	1,044.00
tblConstructionPhase	NumDays	465.00	180.00
tblConstructionPhase	NumDays	330.00	120.00
tblConstructionPhase	NumDays	180.00	20.00
tblConstructionPhase	PhaseEndDate	3/15/2022	7/22/2022
tblConstructionPhase	PhaseEndDate	11/20/2020	11/22/2016
tblConstructionPhase	PhaseEndDate	1/6/2023	5/7/2021
tblConstructionPhase	PhaseEndDate	1/20/2017	11/21/2016
tblConstructionPhase	PhaseStartDate	11/23/2016	4/1/2017
tblConstructionPhase	PhaseStartDate	7/23/2022	11/23/2020
tblConstructionPhase	PhaseStartDate	8/6/2016	6/7/2016
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	NumberGas	1,020.00	400.00
tblFireplaces	NumberNoFireplace	60.00	0.00
tblFireplaces	NumberWood	120.00	0.00
tblGrading	AcresOfGrading	450.00	577.00
tblLandUse	LandUseSquareFeet	0.00	23,000.00

tblLandUse	LotAcreage	389.61	234.00
tblLandUse	Population	3,876.00	2,340.00
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	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	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
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblProjectCharacteristics	OperationalYear	2014	2022
tblRoadDust	RoadPercentPave	50	100
tblSequestration	NumberOfNewTrees	0.00	150.00
tblTripsAndVMT	VendorTripNumber	388.00	129.00
tblTripsAndVMT	WorkerTripNumber	28.00	20.00
tblTripsAndVMT	WorkerTripNumber	1,099.00	432.00
tblTripsAndVMT	WorkerTripNumber	220.00	90.00
tblVehicleTrips	ST_TR	10.08	6.14

tblVehicleTrips	SU_TR	8.77	5.35
tblVehicleTrips	WD_TR	9.57	3.73
tblWater	IndoorWaterUseRate	78,184,830.75	157,680,000.00
tblWater	IndoorWaterUseRate	0.00	1,413,645.00
tblWater	OutdoorWaterUseRate	8,340,369.45	36,886,345.00
tblWater	OutdoorWaterUseRate	49,290,436.77	157,680,000.00
tblWoodstoves	NumberCatalytic	60.00	0.00
tblWoodstoves	NumberNoncatalytic	60.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	6.8632	79.1841	52.0233	0.0636	18.2169	3.8033	21.3062	9.9706	3.4991	12.8128	0.0000	6,639.2095	6,639.2095	1.9470	0.0000	6,680.0954
2016	11.5725	119.3072	78.3990	0.1160	9.7563	6.1226	15.8788	3.7661	5.6881	9.4541	0.0000	11,802.8820	11,802.8820	3.2862	0.0000	11,871.8921
2017	73.2378	2.6925	6.1696	0.0111	0.7530	0.1781	0.9311	0.1997	0.1778	0.3775	0.0000	916.1228	916.1228	0.0700	0.0000	917.5927
2018	73.1724	2.4705	5.7562	0.0111	0.7530	0.1553	0.9083	0.1997	0.1549	0.3546	0.0000	891.5819	891.5819	0.0643	0.0000	892.9327
2019	73.1165	2.2643	5.4425	0.0111	0.7530	0.1335	0.8865	0.1997	0.1331	0.3329	0.0000	868.6345	868.6345	0.0593	0.0000	869.8796
2020	75.0748	15.9368	20.1054	0.0348	0.8785	0.8555	1.7340	0.2330	0.7960	1.0290	0.0000	3,099.3977	3,099.3977	0.7601	0.0000	3,115.3600
2021	74.9377	14.6316	19.8981	0.0348	0.8785	0.7649	1.6434	0.2330	0.7112	0.9443	0.0000	3,089.1925	3,089.1925	0.7564	0.0000	3,105.0760
2022	73.0142	1.7735	4.8536	0.0111	0.7530	0.0865	0.8395	0.1997	0.0862	0.2859	0.0000	828.2539	828.2539	0.0503	0.0000	829.3100
Total	460.9890	238.2606	192.6478	0.2934	32.7421	12.0996	44.1277	15.0017	11.2463	25.5910	0.0000	28,135.2748	28,135.2748	6.9935	0.0000	28,282.1384

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	111.5026	1.1435	99.2052	5.2300e-003		1.0843	1.0843		1.0786	1.0786	0.0000	8,648.9682	8,648.9682	0.3346	0.1553	8,704.1368
Energy	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174
Mobile	20.6316	52.5586	257.3703	0.5093	35.0647	1.0362	36.1009	9.3598	0.9549	10.3147		38,858.1582	38,858.1582	1.4908		38,889.4659
Total	133.3314	63.9328	360.9290	0.5799	35.0647	2.9477	38.0123	9.3598	2.8607	12.2205	0.0000	60,567.6595	60,567.6595	2.0758	0.3947	60,733.6200

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	82.7748	1.0253	87.4159	4.3200e-003		1.0150	1.0150		1.0093	1.0093	0.0000	8,622.4476	8,622.4476	0.2939	0.1553	8,676.7613
Energy	1.0493	8.9666	3.8156	0.0572		0.7250	0.7250		0.7250	0.7250		11,446.6668	11,446.6668	0.2194	0.2099	11,516.3293
Mobile	18.9578	39.9888	218.5668	0.3521	23.7286	0.7258	24.4543	6.3339	0.6689	7.0028		26,836.4184	26,836.4184	1.0721		26,858.9320
Total	102.7818	49.9807	309.7982	0.4137	23.7286	2.4657	26.1943	6.3339	2.4032	8.7371	0.0000	46,905.5327	46,905.5327	1.5854	0.3652	47,052.0226

	ROG	NOx	CO	SO2	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	22.91	21.82	14.17	28.66	32.33	16.35	31.09	32.33	15.99	28.50	0.00	22.56	22.56	23.62	7.49	22.53

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	11/1/2015	11/27/2015	5	20	
2	Grading	Grading	11/28/2015	8/5/2016	5	180	
3	Utilities	Trenching	6/7/2016	11/21/2016	5	120	
4	Building Construction	Building Construction	11/22/2016	11/22/2016	5	1044	
5	Architectural Coating	Architectural Coating	4/1/2017	7/22/2022	5	1385	
6	Paving	Paving	11/23/2020	5/7/2021	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 577

Acres of Paving: 0

Residential Indoor: 4,374,000; Residential Outdoor: 1,458,000; Non-Residential Indoor: 2,133,030; Non-Residential Outdoor: 711,010
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Utilities	Air Compressors	1	6.00	78	0.48
Utilities	Forklifts	1	4.00	89	0.20
Utilities	Generator Sets	1	8.00	84	0.74
Utilities	Off-Highway Trucks	2	8.00	400	0.38
Utilities	Signal Boards	1	8.00	6	0.82
Utilities	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Utilities	Trenchers	1	6.00	80	0.50
Utilities	Welders	1	8.00	46	0.45
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

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	8	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	11	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	432.00	129.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	90.00	0.00	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

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412		4,111.744 4	4,111.744 4	1.2275		4,137.522 5
Total	5.2609	56.8897	42.6318	0.0391	18.0663	3.0883	21.1545	9.9307	2.8412	12.7719		4,111.744 4	4,111.744 4	1.2275		4,137.522 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0792	0.1237	1.0650	1.6300e-003	0.1506	1.0300e-003	0.1516	0.0400	9.4000e-004	0.0409		137.6696	137.6696	9.4800e-003		137.8687
Total	0.0792	0.1237	1.0650	1.6300e-003	0.1506	1.0300e-003	0.1516	0.0400	9.4000e-004	0.0409		137.6696	137.6696	9.4800e-003		137.8687

3.2 Site Preparation - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.6936	0.0000	6.6936	3.6793	0.0000	3.6793			0.0000			0.0000
Off-Road	0.7103	12.3804	23.4003	0.0391		0.0634	0.0634		0.0634	0.0634	0.0000	4,111.744 4	4,111.744 4	1.2275		4,137.522 4
Total	0.7103	12.3804	23.4003	0.0391	6.6936	0.0634	6.7570	3.6793	0.0634	3.7428	0.0000	4,111.744 4	4,111.744 4	1.2275		4,137.522 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0792	0.1237	1.0650	1.6300e-003	0.0459	1.0300e-003	0.0469	0.0142	9.4000e-004	0.0152		137.6696	137.6696	9.4800e-003		137.8687
Total	0.0792	0.1237	1.0650	1.6300e-003	0.0459	1.0300e-003	0.0469	0.0142	9.4000e-004	0.0152		137.6696	137.6696	9.4800e-003		137.8687

3.3 Grading - 2015

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					9.4216	0.0000	9.4216	3.6773	0.0000	3.6773			0.0000			0.0000
Off-Road	6.7751	79.0467	50.8400	0.0618		3.8022	3.8022		3.4980	3.4980		6,486.2433	6,486.2433	1.9364		6,526.9080
Total	6.7751	79.0467	50.8400	0.0618	9.4216	3.8022	13.2238	3.6773	3.4980	7.1753		6,486.2433	6,486.2433	1.9364		6,526.9080

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0881	0.1374	1.1833	1.8100e-003	0.1673	1.1500e-003	0.1685	0.0444	1.0500e-003	0.0454		152.9662	152.9662	0.0105		153.1874
Total	0.0881	0.1374	1.1833	1.8100e-003	0.1673	1.1500e-003	0.1685	0.0444	1.0500e-003	0.0454		152.9662	152.9662	0.0105		153.1874

3.3 Grading - 2015

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					3.4907	0.0000	3.4907	1.3624	0.0000	1.3624			0.0000			0.0000
Off-Road	0.9779	20.2885	37.9432	0.0618		0.1009	0.1009		0.1009	0.1009	0.0000	6,486.2433	6,486.2433	1.9364		6,526.9080
Total	0.9779	20.2885	37.9432	0.0618	3.4907	0.1009	3.5916	1.3624	0.1009	1.4633	0.0000	6,486.2433	6,486.2433	1.9364		6,526.9080

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0881	0.1374	1.1833	1.8100e-003	0.0510	1.1500e-003	0.0521	0.0158	1.0500e-003	0.0169		152.9662	152.9662	0.0105		153.1874
Total	0.0881	0.1374	1.1833	1.8100e-003	0.0510	1.1500e-003	0.0521	0.0158	1.0500e-003	0.0169		152.9662	152.9662	0.0105		153.1874

3.3 Grading - 2016

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					9.4216	0.0000	9.4216	3.6773	0.0000	3.6773			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	6.4795	74.8137	49.1374	0.0617	9.4216	3.5842	13.0058	3.6773	3.2975	6.9748		6,414.9807	6,414.9807	1.9350		6,455.6154

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0788	0.1240	1.0606	1.8100e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		147.0651	147.0651	9.6700e-003		147.2681
Total	0.0788	0.1240	1.0606	1.8100e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		147.0651	147.0651	9.6700e-003		147.2681

3.3 Grading - 2016

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					3.4907	0.0000	3.4907	1.3624	0.0000	1.3624			0.0000			0.0000
Off-Road	0.9779	20.2885	37.9432	0.0617		0.1009	0.1009		0.1009	0.1009	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	0.9779	20.2885	37.9432	0.0617	3.4907	0.1009	3.5916	1.3624	0.1009	1.4633	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0788	0.1240	1.0606	1.8100e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		147.0651	147.0651	9.6700e-003		147.2681
Total	0.0788	0.1240	1.0606	1.8100e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		147.0651	147.0651	9.6700e-003		147.2681

3.4 Utilities - 2016

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	4.9355	44.2455	27.1405	0.0507		2.5362	2.5362		2.3886	2.3886		5,093.7711	5,093.7711	1.3319		5,121.7404
Total	4.9355	44.2455	27.1405	0.0507		2.5362	2.5362		2.3886	2.3886		5,093.7711	5,093.7711	1.3319		5,121.7404

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0788	0.1240	1.0606	1.8100e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		147.0651	147.0651	9.6700e-003		147.2681
Total	0.0788	0.1240	1.0606	1.8100e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		147.0651	147.0651	9.6700e-003		147.2681

3.4 Utilities - 2016

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	0.9061	17.0076	30.0123	0.0507		0.1211	0.1211		0.1211	0.1211	0.0000	5,093.771 1	5,093.771 1	1.3319		5,121.740 4
Total	0.9061	17.0076	30.0123	0.0507		0.1211	0.1211		0.1211	0.1211	0.0000	5,093.771 1	5,093.771 1	1.3319		5,121.740 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0788	0.1240	1.0606	1.8100e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		147.0651	147.0651	9.6700e-003		147.2681
Total	0.0788	0.1240	1.0606	1.8100e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		147.0651	147.0651	9.6700e-003		147.2681

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7762	21.0412	15.8949	0.0219		1.6287	1.6287		1.5368	1.5368		2,156.3310	2,156.3310	0.5073		2,166.9844
Total	2.7762	21.0412	15.8949	0.0219		1.6287	1.6287		1.5368	1.5368		2,156.3310	2,156.3310	0.5073		2,166.9844

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.4838	9.4951	20.2374	0.0210	0.6265	0.1916	0.8181	0.1777	0.1761	0.3538		2,090.4419	2,090.4419	0.0147		2,090.7511
Worker	1.7019	2.6783	22.9079	0.0391	3.6144	0.0236	3.6381	0.9587	0.0217	0.9804		3,176.6057	3,176.6057	0.2089		3,180.9915
Total	3.1857	12.1734	43.1452	0.0601	4.2409	0.2152	4.4562	1.1364	0.1979	1.3343		5,267.0476	5,267.0476	0.2236		5,271.7426

3.5 Building Construction - 2016

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,156.3310	2,156.3310	0.5073		2,166.9844
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,156.3310	2,156.3310	0.5073		2,166.9844

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.4838	9.4951	20.2374	0.0210	0.2581	0.1916	0.4497	0.0873	0.1761	0.2634		2,090.4419	2,090.4419	0.0147		2,090.7511
Worker	1.7019	2.6783	22.9079	0.0391	1.1014	0.0236	1.1250	0.3419	0.0217	0.3636		3,176.6057	3,176.6057	0.2089		3,180.9915
Total	3.1857	12.1734	43.1452	0.0601	1.3595	0.2152	1.5747	0.4291	0.1979	0.6270		5,267.0476	5,267.0476	0.2236		5,271.7426

3.6 Architectural Coating - 2017

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	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	72.9198	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3180	0.5075	4.3016	8.1300e-003	0.7530	4.7800e-003	0.7578	0.1997	4.4100e-003	0.2041		634.6748	634.6748	0.0403		635.5206
Total	0.3180	0.5075	4.3016	8.1300e-003	0.7530	4.7800e-003	0.7578	0.1997	4.4100e-003	0.2041		634.6748	634.6748	0.0403		635.5206

3.6 Architectural Coating - 2017

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	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0297		282.0721
Total	72.6419	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0297		282.0721

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3180	0.5075	4.3016	8.1300e-003	0.2295	4.7800e-003	0.2342	0.0712	4.4100e-003	0.0756		634.6748	634.6748	0.0403		635.5206
Total	0.3180	0.5075	4.3016	8.1300e-003	0.2295	4.7800e-003	0.2342	0.0712	4.4100e-003	0.0756		634.6748	634.6748	0.0403		635.5206

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	72.8861	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2863	0.4647	3.9020	8.1200e-003	0.7530	4.7100e-003	0.7577	0.1997	4.3500e-003	0.2041		610.1334	610.1334	0.0376		610.9225
Total	0.2863	0.4647	3.9020	8.1200e-003	0.7530	4.7100e-003	0.7577	0.1997	4.3500e-003	0.2041		610.1334	610.1334	0.0376		610.9225

3.6 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4485	281.4485	0.0267		282.0102
Total	72.6419	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4485	281.4485	0.0267		282.0102

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2863	0.4647	3.9020	8.1200e-003	0.2295	4.7100e-003	0.2342	0.0712	4.3500e-003	0.0756		610.1334	610.1334	0.0376		610.9225
Total	0.2863	0.4647	3.9020	8.1200e-003	0.2295	4.7100e-003	0.2342	0.0712	4.3500e-003	0.0756		610.1334	610.1334	0.0376		610.9225

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238			281.9473
Total	72.8539	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238			281.9473

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	0.2626	0.4290	3.6012	8.1200e-003	0.7530	4.7100e-003	0.7577	0.1997	4.3700e-003	0.2041		587.1865	587.1865	0.0355			587.9323
Total	0.2626	0.4290	3.6012	8.1200e-003	0.7530	4.7100e-003	0.7577	0.1997	4.3700e-003	0.2041		587.1865	587.1865	0.0355			587.9323

3.6 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0238		281.9473
Total	72.6419	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0238		281.9473

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2626	0.4290	3.6012	8.1200e-003	0.2295	4.7100e-003	0.2342	0.0712	4.3700e-003	0.0756		587.1865	587.1865	0.0355		587.9323
Total	0.2626	0.4290	3.6012	8.1200e-003	0.2295	4.7100e-003	0.2342	0.0712	4.3700e-003	0.0756		587.1865	587.1865	0.0355		587.9323

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9057
Total	72.8296	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9057

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2451	0.4016	3.3615	8.1100e-003	0.7530	4.7200e-003	0.7577	0.1997	4.3800e-003	0.2041		563.3079	563.3079	0.0339		564.0187
Total	0.2451	0.4016	3.3615	8.1100e-003	0.7530	4.7200e-003	0.7577	0.1997	4.3800e-003	0.2041		563.3079	563.3079	0.0339		564.0187

3.6 Architectural Coating - 2020

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	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0218		281.9057
Total	72.6419	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0218		281.9057

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2451	0.4016	3.3615	8.1100e-003	0.2295	4.7200e-003	0.2342	0.0712	4.3800e-003	0.0756		563.3079	563.3079	0.0339		564.0187
Total	0.2451	0.4016	3.3615	8.1100e-003	0.2295	4.7200e-003	0.2342	0.0712	4.3800e-003	0.0756		563.3079	563.3079	0.0339		564.0187

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537
Total	72.8064	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2325	0.3806	3.1952	8.1200e-003	0.7530	4.7800e-003	0.7578	0.1997	4.4300e-003	0.2042		554.9927	554.9927	0.0329		555.6834
Total	0.2325	0.3806	3.1952	8.1200e-003	0.7530	4.7800e-003	0.7578	0.1997	4.4300e-003	0.2042		554.9927	554.9927	0.0329		555.6834

3.6 Architectural Coating - 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	lb/day										lb/day					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.8537
Total	72.6419	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0193		281.8537

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2325	0.3806	3.1952	8.1200e-003	0.2295	4.7800e-003	0.2342	0.0712	4.4300e-003	0.0757		554.9927	554.9927	0.0329		555.6834
Total	0.2325	0.3806	3.1952	8.1200e-003	0.2295	4.7800e-003	0.2342	0.0712	4.4300e-003	0.0757		554.9927	554.9927	0.0329		555.6834

3.6 Architectural Coating - 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					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.8329
Total	72.7920	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.8329

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2222	0.3650	3.0400	8.1200e-003	0.7530	4.8000e-003	0.7578	0.1997	4.4500e-003	0.2042		546.8058	546.8058	0.0320		547.4771
Total	0.2222	0.3650	3.0400	8.1200e-003	0.7530	4.8000e-003	0.7578	0.1997	4.4500e-003	0.2042		546.8058	546.8058	0.0320		547.4771

3.6 Architectural Coating - 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					
Archit. Coating	72.5875					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.8329
Total	72.6419	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.8329

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2222	0.3650	3.0400	8.1200e-003	0.2295	4.8000e-003	0.2343	0.0712	4.4500e-003	0.0757		546.8058	546.8058	0.0320		547.4771
Total	0.2222	0.3650	3.0400	8.1200e-003	0.2295	4.8000e-003	0.2343	0.0712	4.4500e-003	0.0757		546.8058	546.8058	0.0320		547.4771

3.7 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3301	13.7845	14.3523	0.0223		0.7390	0.7390		0.6799	0.6799		2,160.7571	2,160.7571	0.6988		2,175.4326
Paving	0.6292					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.9593	13.7845	14.3523	0.0223		0.7390	0.7390		0.6799	0.6799		2,160.7571	2,160.7571	0.6988		2,175.4326

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0408	0.0669	0.5602	1.3500e-003	0.1255	7.9000e-004	0.1263	0.0333	7.3000e-004	0.0340		93.8847	93.8847	5.6400e-003		94.0031
Total	0.0408	0.0669	0.5602	1.3500e-003	0.1255	7.9000e-004	0.1263	0.0333	7.3000e-004	0.0340		93.8847	93.8847	5.6400e-003		94.0031

3.7 Paving - 2020

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	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.7571	2,160.7571	0.6988		2,175.4326
Paving	0.6292					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9574	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.7571	2,160.7571	0.6988		2,175.4326

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0408	0.0669	0.5602	1.3500e-003	0.0382	7.9000e-004	0.0390	0.0119	7.3000e-004	0.0126		93.8847	93.8847	5.6400e-003		94.0031
Total	0.0408	0.0669	0.5602	1.3500e-003	0.0382	7.9000e-004	0.0390	0.0119	7.3000e-004	0.0126		93.8847	93.8847	5.6400e-003		94.0031

3.7 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2308	12.6607	14.3528	0.0223		0.6652	0.6652		0.6120	0.6120		2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	0.6292					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.8600	12.6607	14.3528	0.0223		0.6652	0.6652		0.6120	0.6120		2,160.2530	2,160.2530	0.6987		2,174.9250

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0388	0.0634	0.5325	1.3500e-003	0.1255	8.0000e-004	0.1263	0.0333	7.4000e-004	0.0340		92.4988	92.4988	5.4800e-003		92.6139
Total	0.0388	0.0634	0.5325	1.3500e-003	0.1255	8.0000e-004	0.1263	0.0333	7.4000e-004	0.0340		92.4988	92.4988	5.4800e-003		92.6139

3.7 Paving - 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	lb/day										lb/day					
Off-Road	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	0.6292					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9574	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.2530	2,160.2530	0.6987		2,174.9250

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0388	0.0634	0.5325	1.3500e-003	0.0382	8.0000e-004	0.0390	0.0119	7.4000e-004	0.0126		92.4988	92.4988	5.4800e-003		92.6139
Total	0.0388	0.0634	0.5325	1.3500e-003	0.0382	8.0000e-004	0.0390	0.0119	7.4000e-004	0.0126		92.4988	92.4988	5.4800e-003		92.6139

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Implement NEV Network

	ROG	NOx	CO	SO2	Fugitive 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	18.9578	39.9888	218.5668	0.3521	23.7286	0.7258	24.4543	6.3339	0.6689	7.0028		26,836.4184	26,836.4184	1.0721		26,858.9320
Unmitigated	20.6316	52.5586	257.3703	0.5093	35.0647	1.0362	36.1009	9.3598	0.9549	10.3147		38,858.1582	38,858.1582	1.4908		38,889.4659

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	11.13	11.13	11.13	21,220	14,360
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Single Family Housing	4,476.00	7,368.00	6420.00	11,557,852	7,821,299
User Defined Recreational	0.00	0.00	0.00		
User Defined Recreational	0.00	0.00	0.00		
Total	4,487.13	7,379.13	6,431.13	11,579,072	7,835,659

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	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Single Family Housing	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.469364	0.065576	0.169825	0.159036	0.038089	0.006139	0.011322	0.071493	0.001371	0.001211	0.003602	0.000518	0.002454

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.0493	8.9666	3.8156	0.0572		0.7250	0.7250		0.7250	0.7250		11,446.6668	11,446.6668	0.2194	0.2099	11,516.3293
NaturalGas Unmitigated	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174

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					
Other Asphalt Surfaces	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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	111015	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174
User Defined Recreational	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
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
Total		1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174

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							
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Single Family Housing	97.2967	1.0493	8.9666	3.8156	0.0572		0.7250	0.7250		0.7250	0.7250		11,446.6668	11,446.6668	0.2194	0.2099	11,516.3293		
User Defined Recreational	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	0.0000
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	0.0000
Other Asphalt Surfaces	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	0.0000
Total		1.0493	8.9666	3.8156	0.0572		0.7250	0.7250		0.7250	0.7250		11,446.6668	11,446.6668	0.2194	0.2099	11,516.3293		

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use only Natural Gas Hearths
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	82.7748	1.0253	87.4159	4.3200e-003		1.0150	1.0150		1.0093	1.0093	0.0000	8,622.4476	8,622.4476	0.2939	0.1553	8,676.7613
Unmitigated	111.5026	1.1435	99.2052	5.2300e-003		1.0843	1.0843		1.0786	1.0786	0.0000	8,648.9682	8,648.9682	0.3346	0.1553	8,704.1368

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	27.5435					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	80.1841					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7765	4.0000e-005	0.0424	0.0000		0.5365	0.5365		0.5308	0.5308	0.0000	8,470.5882	8,470.5882	0.1624	0.1553	8,522.1388
Landscaping	2.9986	1.1435	99.1628	5.2300e-003		0.5478	0.5478		0.5478	0.5478		178.3799	178.3799	0.1723		181.9980
Total	111.5026	1.1435	99.2052	5.2300e-003		1.0843	1.0843		1.0786	1.0786	0.0000	8,648.9682	8,648.9682	0.3346	0.1553	8,704.1368

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	5.5087					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	74.1890					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7765	4.0000e-005	0.0424	0.0000		0.5365	0.5365		0.5308	0.5308	0.0000	8,470.5882	8,470.5882	0.1624	0.1553	8,522.1388
Landscaping	2.3006	1.0252	87.3735	4.3200e-003		0.4785	0.4785		0.4785	0.4785		151.8594	151.8594	0.1316		154.6225
Total	82.7748	1.0253	87.4159	4.3200e-003		1.0150	1.0150		1.0093	1.0093	0.0000	8,622.4476	8,622.4476	0.2939	0.1553	8,676.7613

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

Tribal Land Use (Planning Area 1-7)
Salton Sea Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	12,000.00	Space	108.00	4,800,000.00	0
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
City Park	6.00	Acre	6.00	261,360.00	0
Condo/Townhouse High Rise	1,206.00	Dwelling Unit	18.84	1,206,000.00	2171
Regional Shopping Center	3,138.60	1000sqft	72.05	3,138,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.4	Precipitation Freq (Days)	20
Climate Zone	10			Operational Year	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Population based on 1.95 factor
 User Defined recreation - private open space
 Other asphalt surfaces - roadways

Construction Phase - Construction assumptions

Off-road Equipment - Construction Assumptions

Off-road Equipment - Construction Assumptions - no cranes

Trips and VMT - SCAQMDs analysis of Construction Worker and Vendor Trip Rates

On-road Fugitive Dust - 100% paved roads

Grading -

Vehicle Trips - Based on trip generation from Traffic Study
 City park is private open space

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 100% paved roads

Woodstoves - No woodstoves

Water And Wastewater - Calculated

Sequestration -

Construction Off-road Equipment Mitigation - Mitigation Assumption; Tier 4 required by January 2016
 SCAQMD Rule 403 and 403.1

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Applicant Assumption

Area Mitigation - Per SCAQMD Rule 1113 and Specific Plan

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	4,644,480.00	4,722,180.00

tblArchitecturalCoating	ConstArea_Nonresidential_Interior	13,933,440.00	14,166,540.00
tblAreaCoating	Area_Nonresidential_Interior	13933440	14166540
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	5
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	80
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	330.00	2,133.00
tblConstructionPhase	NumDays	4,650.00	2,600.00
tblConstructionPhase	PhaseEndDate	2/20/2041	12/31/2035
tblConstructionPhase	PhaseStartDate	12/18/2032	10/28/2027
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	NumberGas	1,206.00	402.00
tblLandUse	Population	3,895.00	2,171.00
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	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblRoadDust	RoadPercentPave	50	100
tblSequestration	NumberOfNewTrees	0.00	150.00
tblTripsAndVMT	VendorTripNumber	1,651.00	129.00
tblTripsAndVMT	WorkerTripNumber	4,456.00	868.00
tblTripsAndVMT	WorkerTripNumber	891.00	825.00
tblVehicleTrips	ST_TR	7.16	5.08
tblVehicleTrips	ST_TR	49.97	23.49
tblVehicleTrips	SU_TR	6.07	4.31
tblVehicleTrips	SU_TR	25.24	11.86
tblVehicleTrips	WD_TR	6.59	4.65
tblVehicleTrips	WD_TR	42.94	20.33
tblWater	IndoorWaterUseRate	78,575,754.90	158,468,400.00
tblWater	IndoorWaterUseRate	232,484,015.93	171,079,397.30
tblWater	OutdoorWaterUseRate	7,148,888.10	36,886,345.00
tblWater	OutdoorWaterUseRate	49,536,888.96	158,468,400.00
tblWater	OutdoorWaterUseRate	142,490,203.31	171,079,397.30
tblWoodstoves	NumberCatalytic	60.30	0.00
tblWoodstoves	NumberNoncatalytic	60.30	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.5448	2.3708	7.4178	0.0163	1.0133	0.0928	1.1061	0.2705	0.0873	0.3578	0.0000	1,121.7629	1,121.7629	0.0899	0.0000	1,123.6514
2024	0.5277	2.2874	7.3576	0.0166	1.0211	0.0837	1.1048	0.2726	0.0787	0.3513	0.0000	1,131.1261	1,131.1261	0.0903	0.0000	1,133.0216
2025	0.5046	2.1761	7.2023	0.0165	1.0172	0.0736	1.0908	0.2715	0.0692	0.3407	0.0000	1,120.2021	1,120.2021	0.0889	0.0000	1,122.0692
2026	0.4977	2.1635	7.1065	0.0165	1.0172	0.0735	1.0907	0.2715	0.0691	0.3406	0.0000	1,114.6675	1,114.6675	0.0885	0.0000	1,116.5258
2027	3.3684	2.2497	7.7070	0.0185	1.1775	0.0759	1.2533	0.3141	0.0714	0.3854	0.0000	1,224.6715	1,224.6715	0.0943	0.0000	1,226.6520
2028	16.3919	2.6571	10.6062	0.0272	1.8999	0.0861	1.9861	0.5059	0.0813	0.5872	0.0000	1,732.5750	1,732.5750	0.1213	0.0000	1,735.1221
2029	16.4459	2.6539	10.5297	0.0273	1.9072	0.0865	1.9938	0.5078	0.0817	0.5895	0.0000	1,732.6204	1,732.6204	0.1210	0.0000	1,735.1623
2030	16.4305	2.2731	10.4860	0.0277	1.9072	0.0452	1.9524	0.5078	0.0431	0.5509	0.0000	1,755.7722	1,755.7722	0.0788	0.0000	1,757.4276
2031	16.4278	2.2689	10.5131	0.0280	1.9073	0.0452	1.9525	0.5078	0.0432	0.5511	0.0000	1,770.9932	1,770.9932	0.0803	0.0000	1,772.6794
2032	16.4664	2.2004	10.2227	0.0275	1.8757	0.0441	1.9197	0.4994	0.0421	0.5415	0.0000	1,730.7521	1,730.7521	0.0784	0.0000	1,732.3978
2033	15.8857	0.4609	3.5153	0.0109	0.8867	9.0900e-003	0.8957	0.2354	8.6300e-003	0.2440	0.0000	628.5967	628.5967	0.0330	0.0000	629.2893
2034	15.8826	0.4573	3.4817	0.0109	0.8867	9.1000e-003	0.8958	0.2354	8.6300e-003	0.2440	0.0000	627.3817	627.3817	0.0327	0.0000	628.0693
2035	15.9393	0.4433	3.4658	0.0110	0.8901	7.7800e-003	0.8978	0.2363	7.3100e-003	0.2436	0.0000	628.8074	628.8074	0.0325	0.0000	629.4907
Total	135.3132	24.6623	99.6116	0.2550	17.4070	0.7325	18.1395	4.6359	0.6916	5.3276	0.0000	16,319.9289	16,319.9289	1.0300	0.0000	16,341.5584

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.4389	2.1800	7.4889	0.0163	1.0133	0.0299	1.0432	0.2705	0.0283	0.2988	0.0000	1,121.7627	1,121.7627	0.0899	0.0000	1,123.6511
2024	0.4320	2.1828	7.4325	0.0166	1.0211	0.0301	1.0512	0.2726	0.0285	0.3011	0.0000	1,131.1258	1,131.1258	0.0903	0.0000	1,133.0213
2025	0.4207	2.1605	7.2833	0.0165	1.0172	0.0301	1.0473	0.2715	0.0285	0.3000	0.0000	1,120.2018	1,120.2018	0.0889	0.0000	1,122.0689
2026	0.4138	2.1480	7.1875	0.0165	1.0172	0.0300	1.0472	0.2715	0.0284	0.2999	0.0000	1,114.6672	1,114.6672	0.0885	0.0000	1,116.5255
2027	3.2818	2.2321	7.7886	0.0185	1.1775	0.0312	1.2087	0.3141	0.0296	0.3437	0.0000	1,224.6712	1,224.6712	0.0943	0.0000	1,226.6517
2028	16.2932	2.6305	10.6899	0.0272	1.8999	0.0366	1.9366	0.5059	0.0346	0.5405	0.0000	1,732.5747	1,732.5747	0.1213	0.0000	1,735.1218
2029	16.3468	2.6272	10.6137	0.0273	1.9072	0.0368	1.9441	0.5078	0.0348	0.5426	0.0000	1,732.6201	1,732.6201	0.1210	0.0000	1,735.1620
2030	16.3388	2.6151	10.5186	0.0277	1.9072	0.0369	1.9441	0.5078	0.0349	0.5427	0.0000	1,755.7718	1,755.7718	0.0788	0.0000	1,757.4272
2031	16.3360	2.6109	10.5456	0.0280	1.9073	0.0370	1.9443	0.5078	0.0350	0.5428	0.0000	1,770.9929	1,770.9929	0.0803	0.0000	1,772.6790
2032	16.3774	2.5316	10.2543	0.0275	1.8757	0.0360	1.9117	0.4994	0.0341	0.5334	0.0000	1,730.7518	1,730.7518	0.0784	0.0000	1,732.3975
2033	15.8758	0.4874	3.5198	0.0109	0.8867	6.9700e-003	0.8936	0.2354	6.5000e-003	0.2419	0.0000	628.5966	628.5966	0.0330	0.0000	629.2892
2034	15.8727	0.4838	3.4862	0.0109	0.8867	6.9800e-003	0.8936	0.2354	6.5100e-003	0.2419	0.0000	627.3817	627.3817	0.0327	0.0000	628.0692
2035	15.9310	0.4827	3.4707	0.0110	0.8901	7.0100e-003	0.8971	0.2363	6.5400e-003	0.2428	0.0000	628.8074	628.8074	0.0325	0.0000	629.4907
Total	134.3588	25.3724	100.2795	0.2550	17.4070	0.3555	17.7625	4.6359	0.3362	4.9721	0.0000	16,319.9255	16,319.9255	1.0300	0.0000	16,341.5551

	ROG	NOx	CO	SO2	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	0.71	-2.88	-0.67	0.00	0.00	51.47	2.08	0.00	51.39	6.67	0.00	0.00	0.00	0.00	0.00	0.00

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	54.0847	0.1042	9.0636	4.8000e-004		0.0723	0.0723		0.0720	0.0720	0.0000	331.5336	331.5336	0.0207	5.8000e-003	333.7677
Energy	0.1733	1.5020	0.7871	9.4500e-003		0.1197	0.1197		0.1197	0.1197	0.0000	26,459.9666	26,459.9666	1.1703	0.2668	26,567.2430
Mobile	26.6221	47.5226	274.5905	0.5694	35.8625	1.0481	36.9106	9.5768	0.9667	10.5435	0.0000	37,111.3437	37,111.3437	1.3544	0.0000	37,139.7867
Waste						0.0000	0.0000		0.0000	0.0000	781.6796	0.0000	781.6796	46.1959	0.0000	1,751.7944
Water						0.0000	0.0000		0.0000	0.0000	104.5503	2,392.9634	2,497.5137	10.8483	0.2763	2,810.9853
Total	80.8801	49.1288	284.4411	0.5793	35.8625	1.2401	37.1025	9.5768	1.1584	10.7352	886.2299	66,295.8073	67,182.0372	59.5897	0.5489	68,603.5772

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	40.7264	0.0935	7.9735	4.0000e-004		0.0659	0.0659		0.0656	0.0656	0.0000	329.2978	329.2978	0.0172	5.8000e-003	331.4587
Energy	0.1509	1.3082	0.6853	8.2300e-003		0.1043	0.1043		0.1043	0.1043	0.0000	17,417.2662	17,417.2662	0.7606	0.1788	17,488.6733
Mobile	23.9852	31.7732	209.7478	0.2810	16.4141	0.5584	16.9725	4.3833	0.5153	4.8986	0.0000	18,293.1073	18,293.1073	0.7440	0.0000	18,308.7304
Waste						0.0000	0.0000		0.0000	0.0000	195.4199	0.0000	195.4199	11.5490	0.0000	437.9486
Water						0.0000	0.0000		0.0000	0.0000	83.6403	1,880.2745	1,963.9148	8.6771	0.2207	2,214.5587
Total	64.8626	33.1749	218.4066	0.2896	16.4141	0.7285	17.1426	4.3833	0.6853	5.0685	279.0602	37,919.9458	38,199.0059	21.7478	0.4054	38,781.3698

	ROG	NOx	CO	SO2	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	19.80	32.47	23.22	50.01	54.23	41.25	53.80	54.23	40.84	52.79	68.51	42.80	43.14	63.50	26.15	43.47

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	106.2000
Total	106.2000

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	1/2/2023	12/17/2032	5	2600	
2	Architectural Coating	Architectural Coating	10/28/2027	12/31/2035	5	2133	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 2,442,150; Residential Outdoor: 814,050; Non-Residential Indoor: 14,166,540; Non-Residential Outdoor: 4,722,180 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	8	868.00	129.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	825.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 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	0.1645	1.4360	1.9031	2.8500e-003		0.0728	0.0728		0.0689	0.0689	0.0000	243.6804	243.6804	0.0530	0.0000	244.7941
Total	0.1645	1.4360	1.9031	2.8500e-003		0.0728	0.0728		0.0689	0.0689	0.0000	243.6804	243.6804	0.0530	0.0000	244.7941

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	0.0916	0.5065	1.5306	2.7000e-003	0.0805	0.0139	0.0944	0.0228	0.0128	0.0356	0.0000	228.4957	228.4957	1.4300e-003	0.0000	228.5256
Worker	0.2887	0.4283	3.9841	0.0108	0.9329	6.0400e-003	0.9389	0.2477	5.6000e-003	0.2533	0.0000	649.5869	649.5869	0.0355	0.0000	650.3317
Total	0.3803	0.9348	5.5147	0.0135	1.0133	0.0199	1.0333	0.2705	0.0184	0.2889	0.0000	878.0826	878.0826	0.0369	0.0000	878.8573

3.2 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	tons/yr										MT/yr					
Off-Road	0.0586	1.2452	1.9742	2.8500e-003		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003	0.0000	243.6801	243.6801	0.0530	0.0000	244.7938
Total	0.0586	1.2452	1.9742	2.8500e-003		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003	0.0000	243.6801	243.6801	0.0530	0.0000	244.7938

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	0.0916	0.5065	1.5306	2.7000e-003	0.0805	0.0139	0.0944	0.0228	0.0128	0.0356	0.0000	228.4957	228.4957	1.4300e-003	0.0000	228.5256
Worker	0.2887	0.4283	3.9841	0.0108	0.9329	6.0400e-003	0.9389	0.2477	5.6000e-003	0.2533	0.0000	649.5869	649.5869	0.0355	0.0000	650.3317
Total	0.3803	0.9348	5.5147	0.0135	1.0133	0.0199	1.0333	0.2705	0.0184	0.2889	0.0000	878.0826	878.0826	0.0369	0.0000	878.8573

3.2 Building Construction - 2024

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	0.1548	1.3595	1.9144	2.8700e-003		0.0636	0.0636		0.0602	0.0602	0.0000	245.6142	245.6142	0.0530	0.0000	246.7278
Total	0.1548	1.3595	1.9144	2.8700e-003		0.0636	0.0636		0.0602	0.0602	0.0000	245.6142	245.6142	0.0530	0.0000	246.7278

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	0.0907	0.5074	1.5132	2.7300e-003	0.0811	0.0138	0.0949	0.0230	0.0127	0.0357	0.0000	230.8874	230.8874	1.4600e-003	0.0000	230.9182
Worker	0.2823	0.4206	3.9299	0.0110	0.9400	6.2800e-003	0.9463	0.2496	5.8200e-003	0.2554	0.0000	654.6245	654.6245	0.0358	0.0000	655.3756
Total	0.3730	0.9280	5.4431	0.0137	1.0211	0.0201	1.0412	0.2726	0.0185	0.2911	0.0000	885.5119	885.5119	0.0372	0.0000	886.2938

3.2 Building Construction - 2024

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	0.0591	1.2548	1.9893	2.8700e-003		0.0100	0.0100		0.0100	0.0100	0.0000	245.6139	245.6139	0.0530	0.0000	246.7275
Total	0.0591	1.2548	1.9893	2.8700e-003		0.0100	0.0100		0.0100	0.0100	0.0000	245.6139	245.6139	0.0530	0.0000	246.7275

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	0.0907	0.5074	1.5132	2.7300e-003	0.0811	0.0138	0.0949	0.0230	0.0127	0.0357	0.0000	230.8874	230.8874	1.4600e-003	0.0000	230.9182
Worker	0.2823	0.4206	3.9299	0.0110	0.9400	6.2800e-003	0.9463	0.2496	5.8200e-003	0.2554	0.0000	654.6245	654.6245	0.0358	0.0000	655.3756
Total	0.3730	0.9280	5.4431	0.0137	1.0211	0.0201	1.0412	0.2726	0.0185	0.2911	0.0000	885.5119	885.5119	0.0372	0.0000	886.2938

3.2 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1427	1.2656	1.9008	2.8600e-003		0.0535	0.0535		0.0506	0.0506	0.0000	244.7666	244.7666	0.0524	0.0000	245.8674
Total	0.1427	1.2656	1.9008	2.8600e-003		0.0535	0.0535		0.0506	0.0506	0.0000	244.7666	244.7666	0.0524	0.0000	245.8674

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	0.0886	0.5016	1.4915	2.7200e-003	0.0808	0.0138	0.0945	0.0229	0.0127	0.0356	0.0000	229.9399	229.9399	1.4600e-003	0.0000	229.9706
Worker	0.2733	0.4090	3.8100	0.0110	0.9365	6.3000e-003	0.9428	0.2486	5.8500e-003	0.2545	0.0000	645.4956	645.4956	0.0350	0.0000	646.2311
Total	0.3619	0.9105	5.3015	0.0137	1.0172	0.0201	1.0373	0.2715	0.0185	0.2901	0.0000	875.4356	875.4356	0.0365	0.0000	876.2017

3.2 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0588	1.2500	1.9818	2.8600e-003		9.9600e-003	9.9600e-003		9.9600e-003	9.9600e-003	0.0000	244.7663	244.7663	0.0524	0.0000	245.8671
Total	0.0588	1.2500	1.9818	2.8600e-003		9.9600e-003	9.9600e-003		9.9600e-003	9.9600e-003	0.0000	244.7663	244.7663	0.0524	0.0000	245.8671

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	0.0886	0.5016	1.4915	2.7200e-003	0.0808	0.0138	0.0945	0.0229	0.0127	0.0356	0.0000	229.9399	229.9399	1.4600e-003	0.0000	229.9706
Worker	0.2733	0.4090	3.8100	0.0110	0.9365	6.3000e-003	0.9428	0.2486	5.8500e-003	0.2545	0.0000	645.4956	645.4956	0.0350	0.0000	646.2311
Total	0.3619	0.9105	5.3015	0.0137	1.0172	0.0201	1.0373	0.2715	0.0185	0.2901	0.0000	875.4356	875.4356	0.0365	0.0000	876.2017

3.2 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1427	1.2656	1.9008	2.8600e-003		0.0535	0.0535		0.0506	0.0506	0.0000	244.7666	244.7666	0.0524	0.0000	245.8674
Total	0.1427	1.2656	1.9008	2.8600e-003		0.0535	0.0535		0.0506	0.0506	0.0000	244.7666	244.7666	0.0524	0.0000	245.8674

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	0.0871	0.4952	1.4716	2.7200e-003	0.0808	0.0136	0.0944	0.0229	0.0126	0.0355	0.0000	229.9224	229.9224	1.4500e-003	0.0000	229.9529
Worker	0.2679	0.4028	3.7341	0.0110	0.9365	6.3700e-003	0.9428	0.2486	5.9100e-003	0.2545	0.0000	639.9785	639.9785	0.0346	0.0000	640.7055
Total	0.3550	0.8980	5.2057	0.0137	1.0172	0.0200	1.0372	0.2715	0.0185	0.2900	0.0000	869.9010	869.9010	0.0361	0.0000	870.6584

3.2 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0588	1.2500	1.9818	2.8600e-003		9.9600e-003	9.9600e-003		9.9600e-003	9.9600e-003	0.0000	244.7663	244.7663	0.0524	0.0000	245.8671
Total	0.0588	1.2500	1.9818	2.8600e-003		9.9600e-003	9.9600e-003		9.9600e-003	9.9600e-003	0.0000	244.7663	244.7663	0.0524	0.0000	245.8671

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	0.0871	0.4952	1.4716	2.7200e-003	0.0808	0.0136	0.0944	0.0229	0.0126	0.0355	0.0000	229.9224	229.9224	1.4500e-003	0.0000	229.9529
Worker	0.2679	0.4028	3.7341	0.0110	0.9365	6.3700e-003	0.9428	0.2486	5.9100e-003	0.2545	0.0000	639.9785	639.9785	0.0346	0.0000	640.7055
Total	0.3550	0.8980	5.2057	0.0137	1.0172	0.0200	1.0372	0.2715	0.0185	0.2900	0.0000	869.9010	869.9010	0.0361	0.0000	870.6584

3.2 Building Construction - 2027**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	0.1427	1.2656	1.9008	2.8600e-003		0.0535	0.0535		0.0506	0.0506	0.0000	244.7666	244.7666	0.0524	0.0000	245.8674
Total	0.1427	1.2656	1.9008	2.8600e-003		0.0535	0.0535		0.0506	0.0506	0.0000	244.7666	244.7666	0.0524	0.0000	245.8674

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	0.0863	0.4921	1.4576	2.7200e-003	0.0808	0.0137	0.0944	0.0229	0.0126	0.0355	0.0000	229.9217	229.9217	1.4500e-003	0.0000	229.9522
Worker	0.2633	0.3971	3.6768	0.0110	0.9365	6.4200e-003	0.9429	0.2486	5.9600e-003	0.2546	0.0000	635.2555	635.2555	0.0342	0.0000	635.9746
Total	0.3495	0.8892	5.1344	0.0137	1.0172	0.0201	1.0373	0.2715	0.0185	0.2901	0.0000	865.1772	865.1772	0.0357	0.0000	865.9268

3.2 Building Construction - 2027

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	0.0588	1.2500	1.9818	2.8600e-003		9.9600e-003	9.9600e-003		9.9600e-003	9.9600e-003	0.0000	244.7663	244.7663	0.0524	0.0000	245.8671
Total	0.0588	1.2500	1.9818	2.8600e-003		9.9600e-003	9.9600e-003		9.9600e-003	9.9600e-003	0.0000	244.7663	244.7663	0.0524	0.0000	245.8671

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	0.0863	0.4921	1.4576	2.7200e-003	0.0808	0.0137	0.0944	0.0229	0.0126	0.0355	0.0000	229.9217	229.9217	1.4500e-003	0.0000	229.9522
Worker	0.2633	0.3971	3.6768	0.0110	0.9365	6.4200e-003	0.9429	0.2486	5.9600e-003	0.2546	0.0000	635.2555	635.2555	0.0342	0.0000	635.9746
Total	0.3495	0.8892	5.1344	0.0137	1.0172	0.0201	1.0373	0.2715	0.0185	0.2901	0.0000	865.1772	865.1772	0.0357	0.0000	865.9268

3.2 Building Construction - 2028

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	0.1422	1.2607	1.8935	2.8500e-003		0.0533	0.0533		0.0504	0.0504	0.0000	243.8287	243.8287	0.0522	0.0000	244.9254
Total	0.1422	1.2607	1.8935	2.8500e-003		0.0533	0.0533		0.0504	0.0504	0.0000	243.8287	243.8287	0.0522	0.0000	244.9254

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	0.0853	0.4873	1.4456	2.7100e-003	0.0804	0.0136	0.0940	0.0228	0.0125	0.0353	0.0000	229.0250	229.0250	1.4500e-003	0.0000	229.0554
Worker	0.2578	0.3897	3.6053	0.0109	0.9329	6.4500e-003	0.9393	0.2477	5.9900e-003	0.2536	0.0000	628.8406	628.8406	0.0337	0.0000	629.5492
Total	0.3432	0.8771	5.0509	0.0136	1.0133	0.0200	1.0333	0.2705	0.0185	0.2890	0.0000	857.8656	857.8656	0.0352	0.0000	858.6046

3.2 Building Construction - 2028

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	0.0586	1.2452	1.9742	2.8500e-003		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003	0.0000	243.8285	243.8285	0.0522	0.0000	244.9251
Total	0.0586	1.2452	1.9742	2.8500e-003		9.9200e-003	9.9200e-003		9.9200e-003	9.9200e-003	0.0000	243.8285	243.8285	0.0522	0.0000	244.9251

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	0.0853	0.4873	1.4456	2.7100e-003	0.0804	0.0136	0.0940	0.0228	0.0125	0.0353	0.0000	229.0250	229.0250	1.4500e-003	0.0000	229.0554
Worker	0.2578	0.3897	3.6053	0.0109	0.9329	6.4500e-003	0.9393	0.2477	5.9900e-003	0.2536	0.0000	628.8406	628.8406	0.0337	0.0000	629.5492
Total	0.3432	0.8771	5.0509	0.0136	1.0133	0.0200	1.0333	0.2705	0.0185	0.2890	0.0000	857.8656	857.8656	0.0352	0.0000	858.6046

3.2 Building Construction - 2029

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	0.1427	1.2656	1.9008	2.8600e-003		0.0535	0.0535		0.0506	0.0506	0.0000	244.7666	244.7666	0.0524	0.0000	245.8674
Total	0.1427	1.2656	1.9008	2.8600e-003		0.0535	0.0535		0.0506	0.0506	0.0000	244.7666	244.7666	0.0524	0.0000	245.8674

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	0.0853	0.4869	1.4433	2.7200e-003	0.0807	0.0136	0.0944	0.0229	0.0125	0.0355	0.0000	229.8821	229.8821	1.4500e-003	0.0000	229.9126
Worker	0.2544	0.3855	3.5630	0.0110	0.9365	6.5200e-003	0.9430	0.2486	6.0500e-003	0.2547	0.0000	627.8782	627.8782	0.0335	0.0000	628.5818
Total	0.3397	0.8724	5.0063	0.0137	1.0172	0.0202	1.0373	0.2715	0.0186	0.2901	0.0000	857.7603	857.7603	0.0350	0.0000	858.4944

3.2 Building Construction - 2029

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	0.0588	1.2500	1.9818	2.8600e-003		9.9600e-003	9.9600e-003		9.9600e-003	9.9600e-003	0.0000	244.7663	244.7663	0.0524	0.0000	245.8671
Total	0.0588	1.2500	1.9818	2.8600e-003		9.9600e-003	9.9600e-003		9.9600e-003	9.9600e-003	0.0000	244.7663	244.7663	0.0524	0.0000	245.8671

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	0.0853	0.4869	1.4433	2.7200e-003	0.0807	0.0136	0.0944	0.0229	0.0125	0.0355	0.0000	229.8821	229.8821	1.4500e-003	0.0000	229.9126
Worker	0.2544	0.3855	3.5630	0.0110	0.9365	6.5200e-003	0.9430	0.2486	6.0500e-003	0.2547	0.0000	627.8782	627.8782	0.0335	0.0000	628.5818
Total	0.3397	0.8724	5.0063	0.0137	1.0172	0.0202	1.0373	0.2715	0.0186	0.2901	0.0000	857.7603	857.7603	0.0350	0.0000	858.4944

3.2 Building Construction - 2030**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	0.1406	0.9346	1.9537	3.2300e-003		0.0161	0.0161		0.0161	0.0161	0.0000	273.4791	273.4791	0.0113	0.0000	273.7167
Total	0.1406	0.9346	1.9537	3.2300e-003		0.0161	0.0161		0.0161	0.0161	0.0000	273.4791	273.4791	0.0113	0.0000	273.7167

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	0.0848	0.4849	1.4374	2.7100e-003	0.0807	0.0136	0.0944	0.0229	0.0125	0.0354	0.0000	229.8473	229.8473	1.4500e-003	0.0000	229.8777
Worker	0.2505	0.3804	3.5173	0.0110	0.9365	6.5500e-003	0.9430	0.2486	6.0800e-003	0.2547	0.0000	625.0450	625.0450	0.0332	0.0000	625.7418
Total	0.3353	0.8653	4.9547	0.0137	1.0172	0.0202	1.0374	0.2715	0.0186	0.2901	0.0000	854.8923	854.8923	0.0346	0.0000	855.6195

3.2 Building Construction - 2030

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	0.0588	1.2500	1.9818	3.2300e-003		9.9600e-003	9.9600e-003		9.9600e-003	9.9600e-003	0.0000	273.4788	273.4788	0.0113	0.0000	273.7164
Total	0.0588	1.2500	1.9818	3.2300e-003		9.9600e-003	9.9600e-003		9.9600e-003	9.9600e-003	0.0000	273.4788	273.4788	0.0113	0.0000	273.7164

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	0.0848	0.4849	1.4374	2.7100e-003	0.0807	0.0136	0.0944	0.0229	0.0125	0.0354	0.0000	229.8473	229.8473	1.4500e-003	0.0000	229.8777
Worker	0.2505	0.3804	3.5173	0.0110	0.9365	6.5500e-003	0.9430	0.2486	6.0800e-003	0.2547	0.0000	625.0450	625.0450	0.0332	0.0000	625.7418
Total	0.3353	0.8653	4.9547	0.0137	1.0172	0.0202	1.0374	0.2715	0.0186	0.2901	0.0000	854.8923	854.8923	0.0346	0.0000	855.6195

3.2 Building Construction - 2031

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	0.1406	0.9346	1.9537	3.2300e-003		0.0161	0.0161		0.0161	0.0161	0.0000	273.4791	273.4791	0.0113	0.0000	273.7167
Total	0.1406	0.9346	1.9537	3.2300e-003		0.0161	0.0161		0.0161	0.0161	0.0000	273.4791	273.4791	0.0113	0.0000	273.7167

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	0.0849	0.4852	1.4290	2.7300e-003	0.0808	0.0133	0.0940	0.0229	0.0122	0.0351	0.0000	230.9061	230.9061	1.4800e-003	0.0000	230.9373
Worker	0.2491	0.3781	3.5355	0.0111	0.9365	6.7900e-003	0.9432	0.2486	6.3000e-003	0.2549	0.0000	632.3060	632.3060	0.0339	0.0000	633.0182
Total	0.3339	0.8633	4.9644	0.0139	1.0172	0.0200	1.0373	0.2715	0.0185	0.2900	0.0000	863.2121	863.2121	0.0354	0.0000	863.9554

3.2 Building Construction - 2031

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	0.0588	1.2500	1.9818	3.2300e-003		9.9600e-003	9.9600e-003		9.9600e-003	9.9600e-003	0.0000	273.4788	273.4788	0.0113	0.0000	273.7164
Total	0.0588	1.2500	1.9818	3.2300e-003		9.9600e-003	9.9600e-003		9.9600e-003	9.9600e-003	0.0000	273.4788	273.4788	0.0113	0.0000	273.7164

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	0.0849	0.4852	1.4290	2.7300e-003	0.0808	0.0133	0.0940	0.0229	0.0122	0.0351	0.0000	230.9061	230.9061	1.4800e-003	0.0000	230.9373
Worker	0.2491	0.3781	3.5355	0.0111	0.9365	6.7900e-003	0.9432	0.2486	6.3000e-003	0.2549	0.0000	632.3060	632.3060	0.0339	0.0000	633.0182
Total	0.3339	0.8633	4.9644	0.0139	1.0172	0.0200	1.0373	0.2715	0.0185	0.2900	0.0000	863.2121	863.2121	0.0354	0.0000	863.9554

3.2 Building Construction - 2032**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	0.1358	0.9023	1.8864	3.1200e-003		0.0155	0.0155		0.0155	0.0155	0.0000	264.0488	264.0488	0.0109	0.0000	264.2782
Total	0.1358	0.9023	1.8864	3.1200e-003		0.0155	0.0155		0.0155	0.0155	0.0000	264.0488	264.0488	0.0109	0.0000	264.2782

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	0.0819	0.4678	1.3770	2.6300e-003	0.0780	0.0128	0.0909	0.0222	0.0118	0.0339	0.0000	223.1101	223.1101	1.4300e-003	0.0000	223.1401
Worker	0.2374	0.3612	3.3819	0.0107	0.9042	6.5700e-003	0.9107	0.2400	6.1000e-003	0.2461	0.0000	608.6708	608.6708	0.0325	0.0000	609.3538
Total	0.3193	0.8290	4.7589	0.0134	0.9822	0.0194	1.0016	0.2622	0.0179	0.2801	0.0000	831.7809	831.7809	0.0340	0.0000	832.4939

3.2 Building Construction - 2032

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	0.0568	1.2069	1.9134	3.1200e-003		9.6200e-003	9.6200e-003		9.6200e-003	9.6200e-003	0.0000	264.0485	264.0485	0.0109	0.0000	264.2779
Total	0.0568	1.2069	1.9134	3.1200e-003		9.6200e-003	9.6200e-003		9.6200e-003	9.6200e-003	0.0000	264.0485	264.0485	0.0109	0.0000	264.2779

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	0.0819	0.4678	1.3770	2.6300e-003	0.0780	0.0128	0.0909	0.0222	0.0118	0.0339	0.0000	223.1101	223.1101	1.4300e-003	0.0000	223.1401
Worker	0.2374	0.3612	3.3819	0.0107	0.9042	6.5700e-003	0.9107	0.2400	6.1000e-003	0.2461	0.0000	608.6708	608.6708	0.0325	0.0000	609.3538
Total	0.3193	0.8290	4.7589	0.0134	0.9822	0.0194	1.0016	0.2622	0.0179	0.2801	0.0000	831.7809	831.7809	0.0340	0.0000	832.4939

3.3 Architectural Coating - 2027

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	2.8271					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0200e-003	0.0269	0.0425	7.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003	0.0000	6.0002	6.0002	3.3000e-004	0.0000	6.0070
Total	2.8311	0.0269	0.0425	7.0000e-005		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003	0.0000	6.0002	6.0002	3.3000e-004	0.0000	6.0070

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	0.0451	0.0680	0.6293	1.8700e-003	0.1603	1.1000e-003	0.1614	0.0426	1.0200e-003	0.0436	0.0000	108.7277	108.7277	5.8600e-003	0.0000	108.8507
Total	0.0451	0.0680	0.6293	1.8700e-003	0.1603	1.1000e-003	0.1614	0.0426	1.0200e-003	0.0436	0.0000	108.7277	108.7277	5.8600e-003	0.0000	108.8507

3.3 Architectural Coating - 2027

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	2.8271					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2800e-003	0.0249	0.0431	7.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	6.0001	6.0001	3.3000e-004	0.0000	6.0070
Total	2.8284	0.0249	0.0431	7.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	6.0001	6.0001	3.3000e-004	0.0000	6.0070

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	0.0451	0.0680	0.6293	1.8700e-003	0.1603	1.1000e-003	0.1614	0.0426	1.0200e-003	0.0436	0.0000	108.7277	108.7277	5.8600e-003	0.0000	108.8507
Total	0.0451	0.0680	0.6293	1.8700e-003	0.1603	1.1000e-003	0.1614	0.0426	1.0200e-003	0.0436	0.0000	108.7277	108.7277	5.8600e-003	0.0000	108.8507

3.3 Architectural Coating - 2028

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	15.6393					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0222	0.1489	0.2352	3.9000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	33.1923	33.1923	1.8100e-003	0.0000	33.2303
Total	15.6615	0.1489	0.2352	3.9000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	33.1923	33.1923	1.8100e-003	0.0000	33.2303

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	0.2451	0.3704	3.4267	0.0104	0.8867	6.1300e-003	0.8928	0.2354	5.6900e-003	0.2411	0.0000	597.6883	597.6883	0.0321	0.0000	598.3618
Total	0.2451	0.3704	3.4267	0.0104	0.8867	6.1300e-003	0.8928	0.2354	5.6900e-003	0.2411	0.0000	597.6883	597.6883	0.0321	0.0000	598.3618

3.3 Architectural Coating - 2028

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	15.6393					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.0800e-003	0.1378	0.2382	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.1923	33.1923	1.8100e-003	0.0000	33.2303
Total	15.6464	0.1378	0.2382	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.1923	33.1923	1.8100e-003	0.0000	33.2303

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	0.2451	0.3704	3.4267	0.0104	0.8867	6.1300e-003	0.8928	0.2354	5.6900e-003	0.2411	0.0000	597.6883	597.6883	0.0321	0.0000	598.3618
Total	0.2451	0.3704	3.4267	0.0104	0.8867	6.1300e-003	0.8928	0.2354	5.6900e-003	0.2411	0.0000	597.6883	597.6883	0.0321	0.0000	598.3618

3.3 Architectural Coating - 2029

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	15.6994					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3581
Total	15.7217	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3581

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	0.2418	0.3664	3.3865	0.0104	0.8901	6.1900e-003	0.8963	0.2363	5.7500e-003	0.2420	0.0000	596.7736	596.7736	0.0319	0.0000	597.4424
Total	0.2418	0.3664	3.3865	0.0104	0.8901	6.1900e-003	0.8963	0.2363	5.7500e-003	0.2420	0.0000	596.7736	596.7736	0.0319	0.0000	597.4424

3.3 Architectural Coating - 2029

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	15.6994					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1100e-003	0.1383	0.2391	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3581
Total	15.7065	0.1383	0.2391	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3581

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	0.2418	0.3664	3.3865	0.0104	0.8901	6.1900e-003	0.8963	0.2363	5.7500e-003	0.2420	0.0000	596.7736	596.7736	0.0319	0.0000	597.4424
Total	0.2418	0.3664	3.3865	0.0104	0.8901	6.1900e-003	0.8963	0.2363	5.7500e-003	0.2420	0.0000	596.7736	596.7736	0.0319	0.0000	597.4424

3.3 Architectural Coating - 2030

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	15.6994					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3200	33.3200	1.3500e-003	0.0000	33.3483
Total	15.7165	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3200	33.3200	1.3500e-003	0.0000	33.3483

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	0.2381	0.3615	3.3430	0.0104	0.8901	6.2200e-003	0.8963	0.2363	5.7700e-003	0.2421	0.0000	594.0808	594.0808	0.0315	0.0000	594.7431
Total	0.2381	0.3615	3.3430	0.0104	0.8901	6.2200e-003	0.8963	0.2363	5.7700e-003	0.2421	0.0000	594.0808	594.0808	0.0315	0.0000	594.7431

3.3 Architectural Coating - 2030

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	15.6994					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1100e-003	0.1383	0.2391	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.3199	33.3199	1.3500e-003	0.0000	33.3482
Total	15.7065	0.1383	0.2391	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.3199	33.3199	1.3500e-003	0.0000	33.3482

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	0.2381	0.3615	3.3430	0.0104	0.8901	6.2200e-003	0.8963	0.2363	5.7700e-003	0.2421	0.0000	594.0808	594.0808	0.0315	0.0000	594.7431
Total	0.2381	0.3615	3.3430	0.0104	0.8901	6.2200e-003	0.8963	0.2363	5.7700e-003	0.2421	0.0000	594.0808	594.0808	0.0315	0.0000	594.7431

3.3 Architectural Coating - 2031

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	15.6994					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3200	33.3200	1.3500e-003	0.0000	33.3483
Total	15.7165	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3200	33.3200	1.3500e-003	0.0000	33.3483

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	0.2367	0.3593	3.3603	0.0106	0.8901	6.4500e-003	0.8965	0.2363	5.9900e-003	0.2423	0.0000	600.9821	600.9821	0.0322	0.0000	601.6590
Total	0.2367	0.3593	3.3603	0.0106	0.8901	6.4500e-003	0.8965	0.2363	5.9900e-003	0.2423	0.0000	600.9821	600.9821	0.0322	0.0000	601.6590

3.3 Architectural Coating - 2031

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	15.6994					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1100e-003	0.1383	0.2391	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.3199	33.3199	1.3500e-003	0.0000	33.3482
Total	15.7065	0.1383	0.2391	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.3199	33.3199	1.3500e-003	0.0000	33.3482

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	0.2367	0.3593	3.3603	0.0106	0.8901	6.4500e-003	0.8965	0.2363	5.9900e-003	0.2423	0.0000	600.9821	600.9821	0.0322	0.0000	601.6590
Total	0.2367	0.3593	3.3603	0.0106	0.8901	6.4500e-003	0.8965	0.2363	5.9900e-003	0.2423	0.0000	600.9821	600.9821	0.0322	0.0000	601.6590

3.3 Architectural Coating - 2032

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	15.7596					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1122	0.2355	3.9000e-004		2.6600e-003	2.6600e-003		2.6600e-003	2.6600e-003	0.0000	33.4476	33.4476	1.3500e-003	0.0000	33.4761
Total	15.7767	0.1122	0.2355	3.9000e-004		2.6600e-003	2.6600e-003		2.6600e-003	2.6600e-003	0.0000	33.4476	33.4476	1.3500e-003	0.0000	33.4761

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	0.2346	0.3569	3.3419	0.0106	0.8935	6.4900e-003	0.9000	0.2372	6.0300e-003	0.2432	0.0000	601.4748	601.4748	0.0321	0.0000	602.1497
Total	0.2346	0.3569	3.3419	0.0106	0.8935	6.4900e-003	0.9000	0.2372	6.0300e-003	0.2432	0.0000	601.4748	601.4748	0.0321	0.0000	602.1497

3.3 Architectural Coating - 2032

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	15.7596					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1400e-003	0.1388	0.2401	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.4476	33.4476	1.3500e-003	0.0000	33.4760
Total	15.7667	0.1388	0.2401	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.4476	33.4476	1.3500e-003	0.0000	33.4760

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	0.2346	0.3569	3.3419	0.0106	0.8935	6.4900e-003	0.9000	0.2372	6.0300e-003	0.2432	0.0000	601.4748	601.4748	0.0321	0.0000	602.1497
Total	0.2346	0.3569	3.3419	0.0106	0.8935	6.4900e-003	0.9000	0.2372	6.0300e-003	0.2432	0.0000	601.4748	601.4748	0.0321	0.0000	602.1497

3.3 Architectural Coating - 2033

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	15.6393					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0170	0.1113	0.2337	3.9000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003	0.0000	33.1923	33.1923	1.3400e-003	0.0000	33.2205
Total	15.6563	0.1113	0.2337	3.9000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003	0.0000	33.1923	33.1923	1.3400e-003	0.0000	33.2205

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	0.2294	0.3496	3.2816	0.0105	0.8867	6.4600e-003	0.8931	0.2354	5.9900e-003	0.2414	0.0000	595.4044	595.4044	0.0316	0.0000	596.0688
Total	0.2294	0.3496	3.2816	0.0105	0.8867	6.4600e-003	0.8931	0.2354	5.9900e-003	0.2414	0.0000	595.4044	595.4044	0.0316	0.0000	596.0688

3.3 Architectural Coating - 2033

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	15.6393					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.0800e-003	0.1378	0.2382	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.1923	33.1923	1.3400e-003	0.0000	33.2205
Total	15.6464	0.1378	0.2382	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.1923	33.1923	1.3400e-003	0.0000	33.2205

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	0.2294	0.3496	3.2816	0.0105	0.8867	6.4600e-003	0.8931	0.2354	5.9900e-003	0.2414	0.0000	595.4044	595.4044	0.0316	0.0000	596.0688
Total	0.2294	0.3496	3.2816	0.0105	0.8867	6.4600e-003	0.8931	0.2354	5.9900e-003	0.2414	0.0000	595.4044	595.4044	0.0316	0.0000	596.0688

3.3 Architectural Coating - 2034

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	15.6393					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0170	0.1113	0.2337	3.9000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003	0.0000	33.1923	33.1923	1.3400e-003	0.0000	33.2205
Total	15.6563	0.1113	0.2337	3.9000e-004		2.6400e-003	2.6400e-003		2.6400e-003	2.6400e-003	0.0000	33.1923	33.1923	1.3400e-003	0.0000	33.2205

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	0.2263	0.3460	3.2480	0.0105	0.8867	6.4600e-003	0.8931	0.2354	6.0000e-003	0.2414	0.0000	594.1894	594.1894	0.0314	0.0000	594.8488
Total	0.2263	0.3460	3.2480	0.0105	0.8867	6.4600e-003	0.8931	0.2354	6.0000e-003	0.2414	0.0000	594.1894	594.1894	0.0314	0.0000	594.8488

3.3 Architectural Coating - 2034

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	15.6393					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.0800e-003	0.1378	0.2382	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.1923	33.1923	1.3400e-003	0.0000	33.2205
Total	15.6464	0.1378	0.2382	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.1923	33.1923	1.3400e-003	0.0000	33.2205

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	0.2263	0.3460	3.2480	0.0105	0.8867	6.4600e-003	0.8931	0.2354	6.0000e-003	0.2414	0.0000	594.1894	594.1894	0.0314	0.0000	594.8488
Total	0.2263	0.3460	3.2480	0.0105	0.8867	6.4600e-003	0.8931	0.2354	6.0000e-003	0.2414	0.0000	594.1894	594.1894	0.0314	0.0000	594.8488

3.3 Architectural Coating - 2035

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	15.6994					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0154	0.0989	0.2342	3.9000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	33.3200	33.3200	1.2300e-003	0.0000	33.3458
Total	15.7148	0.0989	0.2342	3.9000e-004		1.2900e-003	1.2900e-003		1.2900e-003	1.2900e-003	0.0000	33.3200	33.3200	1.2300e-003	0.0000	33.3458

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	0.2245	0.3444	3.2316	0.0106	0.8901	6.4900e-003	0.8966	0.2363	6.0200e-003	0.2423	0.0000	595.4875	595.4875	0.0313	0.0000	596.1449
Total	0.2245	0.3444	3.2316	0.0106	0.8901	6.4900e-003	0.8966	0.2363	6.0200e-003	0.2423	0.0000	595.4875	595.4875	0.0313	0.0000	596.1449

3.3 Architectural Coating - 2035

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	15.6994					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1100e-003	0.1383	0.2391	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.3199	33.3199	1.2300e-003	0.0000	33.3458
Total	15.7065	0.1383	0.2391	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.3199	33.3199	1.2300e-003	0.0000	33.3458

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	0.2245	0.3444	3.2316	0.0106	0.8901	6.4900e-003	0.8966	0.2363	6.0200e-003	0.2423	0.0000	595.4875	595.4875	0.0313	0.0000	596.1449
Total	0.2245	0.3444	3.2316	0.0106	0.8901	6.4900e-003	0.8966	0.2363	6.0200e-003	0.2423	0.0000	595.4875	595.4875	0.0313	0.0000	596.1449

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Implement NEV Network
- Limit Parking Supply
- Expand Transit Network
- Increase Transit Frequency
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive 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	23.9852	31.7732	209.7478	0.2810	16.4141	0.5584	16.9725	4.3833	0.5153	4.8986	0.0000	18,293.1073	18,293.1073	0.7440	0.0000	18,308.7304
Unmitigated	26.6221	47.5226	274.5905	0.5694	35.8625	1.0481	36.9106	9.5768	0.9667	10.5435	0.0000	37,111.3437	37,111.3437	1.3544	0.0000	37,139.7867

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	9.54	9.54	9.54	18,189	8,206
Condo/Townhouse High Rise	5,607.90	6,126.48	5197.86	12,579,115	5,979,322
Enclosed Parking Structure	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	63,807.74	73,725.71	37223.80	81,354,957	37,014,013
Total	69,425.18	79,861.73	42,431.20	93,952,261	43,001,542

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	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
Condo/Townhouse High Rise	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Regional Shopping Center	12.50	4.20	5.40	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.465210	0.067391	0.177305	0.167396	0.031659	0.004952	0.009103	0.067971	0.001188	0.001302	0.002807	0.000452	0.003265

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	15,923.7668	15,923.7668	0.7320	0.1514	15,986.0848
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	24,745.2903	24,745.2903	1.1375	0.2353	24,842.1314
NaturalGas Mitigated	0.1509	1.3082	0.6853	8.2300e-003		0.1043	0.1043		0.1043	0.1043	0.0000	1,493.4994	1,493.4994	0.0286	0.0274	1,502.5885
NaturalGas Unmitigated	0.1733	1.5020	0.7871	9.4500e-003		0.1197	0.1197		0.1197	0.1197	0.0000	1,714.6763	1,714.6763	0.0329	0.0314	1,725.1116

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
Condo/Townhouse High Rise	2.48503e+007	0.1340	1.1451	0.4873	7.3100e-003		0.0926	0.0926		0.0926	0.0926	0.0000	1,326.1050	1,326.1050	0.0254	0.0243	1,334.1755
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Regional Shopping Center	7.28155e+006	0.0393	0.3569	0.2998	2.1400e-003		0.0271	0.0271		0.0271	0.0271	0.0000	388.5713	388.5713	7.4500e-003	7.1200e-003	390.9361
Total		0.1733	1.5020	0.7871	9.4500e-003		0.1197	0.1197		0.1197	0.1197	0.0000	1,714.6763	1,714.6763	0.0329	0.0314	1,725.1116

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse High Rise	2.16566e+007	0.1168	0.9979	0.4246	6.3700e-003		0.0807	0.0807		0.0807	0.0807	0.0000	1,155.6768	1,155.6768	0.0222	0.0212	1,162.7100
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Regional Shopping Center	6.33056e+006	0.0341	0.3103	0.2607	1.8600e-003		0.0236	0.0236		0.0236	0.0236	0.0000	337.8226	337.8226	6.4700e-003	6.1900e-003	339.8785
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
Total		0.1509	1.3082	0.6853	8.2300e-003		0.1043	0.1043		0.1043	0.1043	0.0000	1,493.4994	1,493.4994	0.0286	0.0274	1,502.5885

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
Condo/Townhouse High Rise	5.88106e+006	1,682.9644	0.0774	0.0160	1,689.5507
Enclosed Parking Structure	3.144e+007	8,997.0870	0.4136	0.0856	9,032.2973
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	4.91505e+007	14,065.2389	0.6465	0.1338	14,120.2835
Total		24,745.2903	1.1375	0.2354	24,842.1314

5.3 Energy by Land Use - Electricity

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
Condo/Townhouse High Rise	4.46961e+006	1,279.0539	0.0588	0.0122	1,284.0595
Enclosed Parking Structure	2.0075e+007	5,744.8118	0.2641	0.0546	5,767.2942
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3.11004e+007	8,899.9012	0.4091	0.0846	8,934.7311
Total		15,923.7668	0.7320	0.1514	15,986.0848

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use only Natural Gas Hearths
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	40.7264	0.0935	7.9735	4.0000e-004		0.0659	0.0659		0.0656	0.0656	0.0000	329.2978	329.2978	0.0172	5.8000e-003	331.4587
Unmitigated	54.0847	0.1042	9.0636	4.8000e-004		0.0723	0.0723		0.0720	0.0720	0.0000	331.5336	331.5336	0.0207	5.8000e-003	333.7677

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	12.7852					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	40.9881					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0320	0.0000	1.7500e-003	0.0000		0.0221	0.0221		0.0219	0.0219	0.0000	316.6352	316.6352	6.0700e-003	5.8000e-003	318.5622
Landscaping	0.2795	0.1042	9.0618	4.8000e-004		0.0502	0.0502		0.0502	0.0502	0.0000	14.8984	14.8984	0.0146	0.0000	15.2055
Total	54.0847	0.1042	9.0636	4.8000e-004		0.0723	0.0723		0.0720	0.0720	0.0000	331.5336	331.5336	0.0207	5.8000e-003	333.7677

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	2.5570					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	37.9235					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0320	0.0000	1.7500e-003	0.0000		0.0221	0.0221		0.0219	0.0219	0.0000	316.6352	316.6352	6.0700e-003	5.8000e-003	318.5622
Landscaping	0.2139	0.0935	7.9718	4.0000e-004		0.0438	0.0438		0.0438	0.0438	0.0000	12.6626	12.6626	0.0111	0.0000	12.8965
Total	40.7264	0.0935	7.9735	4.0000e-004		0.0659	0.0659		0.0656	0.0656	0.0000	329.2978	329.2978	0.0172	5.8000e-003	331.4587

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,963.9148	8.6771	0.2207	2,214.5587
Unmitigated	2,497.5137	10.8483	0.2763	2,810.9853

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 36.8863	117.2733	5.3900e-003	1.1200e-003	117.7322
Condo/Townhouse High Rise	158.468 / 158.468	1,144.5772	5.2140	0.1323	1,295.0944
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	171.079 / 171.079	1,235.6632	5.6289	0.1429	1,398.1587
Total		2,497.5137	10.8483	0.2763	2,810.9854

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 29.5091	93.8186	4.3100e-003	8.9000e-004	94.1858
Condo/Townhouse High Rise	126.775 / 126.775	899.2661	4.1704	0.1057	1,019.6157
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	136.864 / 136.864	970.8301	4.5023	0.1141	1,100.7572
Total		1,963.9148	8.6771	0.2207	2,214.5587

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	195.4199	11.5490	0.0000	437.9486
Unmitigated	781.6796	46.1959	0.0000	1,751.7944

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.52	0.1056	6.2400e-003	0.0000	0.2366
Condo/Townhouse High Rise	554.76	112.6113	6.6551	0.0000	252.3691
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3295.53	668.9628	39.5346	0.0000	1,499.1888
Total		781.6796	46.1960	0.0000	1,751.7944

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.13	0.0264	1.5600e-003	0.0000	0.0591
Condo/Townhouse High Rise	138.69	28.1528	1.6638	0.0000	63.0923
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	823.883	167.2407	9.8836	0.0000	374.7972
Total		195.4199	11.5490	0.0000	437.9486

9.0 Operational Offroad

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

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	106.2000	0.0000	0.0000	106.2000

10.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	150	106.2000	0.0000	0.0000	106.2000
Total		106.2000	0.0000	0.0000	106.2000

Tribal Land Use (Planning Area 1-7)
Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	12,000.00	Space	108.00	4,800,000.00	0
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
City Park	6.00	Acre	6.00	261,360.00	0
Condo/Townhouse High Rise	1,206.00	Dwelling Unit	18.84	1,206,000.00	2171
Regional Shopping Center	3,138.60	1000sqft	72.05	3,138,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.4	Precipitation Freq (Days)	20
Climate Zone	10			Operational Year	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Population based on 1.95 factor
 User Defined recreation - private open space
 Other asphalt surfaces - roadways

Construction Phase - Construction assumptions

Off-road Equipment - Construction Assumptions

Off-road Equipment - Construction Assumptions - no cranes

Trips and VMT - SCAQMDs analysis of Construction Worker and Vendor Trip Rates

On-road Fugitive Dust - 100% paved roads

Grading -

Vehicle Trips - Based on trip generation from Traffic Study
 City park is private open space

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 100% paved roads

Woodstoves - No woodstoves

Water And Wastewater - Calculated

Sequestration -

Construction Off-road Equipment Mitigation - Mitigation Assumption; Tier 4 required by January 2016
 SCAQMD Rule 403 and 403.1

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Applicant Assumption

Area Mitigation - Per SCAQMD Rule 1113 and Specific Plan

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	4,644,480.00	4,722,180.00

tblArchitecturalCoating	ConstArea_Nonresidential_Interior	13,933,440.00	14,166,540.00
tblAreaCoating	Area_Nonresidential_Interior	13933440	14166540
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	5
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	80
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	330.00	2,133.00
tblConstructionPhase	NumDays	4,650.00	2,600.00
tblConstructionPhase	PhaseEndDate	2/20/2041	12/31/2035
tblConstructionPhase	PhaseStartDate	12/18/2032	10/28/2027
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	NumberGas	1,206.00	402.00
tblLandUse	Population	3,895.00	2,171.00
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	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblRoadDust	RoadPercentPave	50	100
tblSequestration	NumberOfNewTrees	0.00	150.00
tblTripsAndVMT	VendorTripNumber	1,651.00	129.00
tblTripsAndVMT	WorkerTripNumber	4,456.00	868.00
tblTripsAndVMT	WorkerTripNumber	891.00	825.00
tblVehicleTrips	ST_TR	7.16	5.08
tblVehicleTrips	ST_TR	49.97	23.49
tblVehicleTrips	SU_TR	6.07	4.31
tblVehicleTrips	SU_TR	25.24	11.86
tblVehicleTrips	WD_TR	6.59	4.65
tblVehicleTrips	WD_TR	42.94	20.33
tblWater	IndoorWaterUseRate	78,575,754.90	158,468,400.00
tblWater	IndoorWaterUseRate	232,484,015.93	171,079,397.30
tblWater	OutdoorWaterUseRate	7,148,888.10	36,886,345.00
tblWater	OutdoorWaterUseRate	49,536,888.96	158,468,400.00
tblWater	OutdoorWaterUseRate	142,490,203.31	171,079,397.30
tblWoodstoves	NumberCatalytic	60.30	0.00
tblWoodstoves	NumberNoncatalytic	60.30	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	4.6689	17.8754	59.3689	0.1273	7.8876	0.7133	8.6009	2.1035	0.6712	2.7747	0.0000	9,626.4775	9,626.4775	0.7622	0.0000	9,642.4843
2024	4.4815	17.1067	58.4088	0.1284	7.8875	0.6387	8.5261	2.1034	0.6006	2.7040	0.0000	9,632.2721	9,632.2721	0.7592	0.0000	9,648.2156
2025	4.3005	16.3265	57.3480	0.1284	7.8874	0.5634	8.4507	2.1034	0.5296	2.6330	0.0000	9,575.4389	9,575.4389	0.7507	0.0000	9,591.2030
2026	4.2340	16.2356	56.5635	0.1284	7.8874	0.5627	8.4500	2.1034	0.5289	2.6323	0.0000	9,527.7847	9,527.7847	0.7472	0.0000	9,543.4754
2027	126.9703	20.0177	87.5974	0.2126	14.7899	0.6616	15.4515	3.9342	0.6244	4.5586	0.0000	14,965.9088	14,965.9088	1.0343	0.0000	14,987.6293
2028	126.8779	19.9137	86.5951	0.2126	14.7899	0.6622	15.4520	3.9342	0.6250	4.5592	0.0000	14,898.7246	14,898.7246	1.0282	0.0000	14,920.3159
2029	126.7876	19.8165	85.6079	0.2126	14.7899	0.6628	15.4526	3.9342	0.6255	4.5597	0.0000	14,841.8401	14,841.8401	1.0221	0.0000	14,863.3049
2030	126.6497	16.9035	85.2037	0.2155	14.7898	0.3456	15.1354	3.9342	0.3302	4.2644	0.0000	15,036.5884	15,036.5884	0.6656	0.0000	15,050.5649
2031	126.6137	16.8733	85.4617	0.2182	14.7902	0.3463	15.1364	3.9343	0.3309	4.2652	0.0000	15,167.8776	15,167.8776	0.6779	0.0000	15,182.1139
2032	126.5490	16.8125	84.9000	0.2182	14.7905	0.3467	15.1372	3.9345	0.3313	4.2658	0.0000	15,137.3991	15,137.3991	0.6741	0.0000	15,151.5552
2033	122.5424	3.3652	29.9123	0.0856	6.9025	0.0700	6.9725	1.8309	0.0664	1.8972	0.0000	5,426.5814	5,426.5814	0.2797	0.0000	5,432.4541
2034	122.5113	3.3392	29.6265	0.0856	6.9025	0.0700	6.9725	1.8309	0.0664	1.8973	0.0000	5,416.0400	5,416.0400	0.2776	0.0000	5,421.8701
2035	122.4713	3.2194	29.3775	0.0856	6.9025	0.0596	6.9622	1.8309	0.0561	1.8869	0.0000	5,407.4906	5,407.4906	0.2749	0.0000	5,413.2624
Total	1,145.6580	187.8052	835.9710	2.0589	140.9975	5.7026	146.7001	37.5118	5.3864	42.8982	0.0000	144,660.4238	144,660.4238	8.9536	0.0000	144,848.4490

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	3.8545	16.4077	59.9158	0.1273	7.8876	0.2293	8.1169	2.1035	0.2174	2.3209	0.0000	9,626.4775	9,626.4775	0.7622	0.0000	9,642.4843
2024	3.7510	16.3077	58.9807	0.1284	7.8875	0.2293	8.1167	2.1034	0.2174	2.3208	0.0000	9,632.2721	9,632.2721	0.7592	0.0000	9,648.2156
2025	3.6576	16.2073	57.9686	0.1284	7.8874	0.2300	8.1173	2.1034	0.2181	2.3214	0.0000	9,575.4389	9,575.4389	0.7507	0.0000	9,591.2030
2026	3.5911	16.1164	57.1841	0.1284	7.8874	0.2293	8.1166	2.1034	0.2174	2.3208	0.0000	9,527.7847	9,527.7847	0.7472	0.0000	9,543.4753
2027	126.2110	19.8129	88.2412	0.2126	14.7899	0.2806	15.0705	3.9342	0.2653	4.1996	0.0000	14,965.9088	14,965.9088	1.0343	0.0000	14,987.6293
2028	126.1186	19.7088	87.2389	0.2126	14.7899	0.2812	15.0711	3.9342	0.2659	4.2001	0.0000	14,898.7246	14,898.7246	1.0282	0.0000	14,920.3159
2029	126.0283	19.6116	86.2517	0.2126	14.7899	0.2818	15.0717	3.9342	0.2664	4.2007	0.0000	14,841.8401	14,841.8401	1.0221	0.0000	14,863.3049
2030	125.9466	19.5243	85.4530	0.2155	14.7898	0.2823	15.0721	3.9342	0.2669	4.2010	0.0000	15,036.5884	15,036.5884	0.6656	0.0000	15,050.5649
2031	125.9106	19.4941	85.7111	0.2182	14.7902	0.2829	15.0731	3.9343	0.2675	4.2019	0.0000	15,167.8776	15,167.8776	0.6779	0.0000	15,182.1139
2032	125.8459	19.4333	85.1493	0.2182	14.7905	0.2834	15.0739	3.9345	0.2679	4.2024	0.0000	15,137.3991	15,137.3991	0.6741	0.0000	15,151.5552
2033	122.4661	3.5687	29.9469	0.0856	6.9025	0.0536	6.9562	1.8309	0.0500	1.8809	0.0000	5,426.5814	5,426.5814	0.2797	0.0000	5,432.4541
2034	122.4350	3.5427	29.6611	0.0856	6.9025	0.0537	6.9562	1.8309	0.0501	1.8809	0.0000	5,416.0400	5,416.0400	0.2776	0.0000	5,421.8701
2035	122.4079	3.5215	29.4156	0.0856	6.9025	0.0537	6.9562	1.8309	0.0501	1.8810	0.0000	5,407.4906	5,407.4906	0.2749	0.0000	5,413.2624
Total	1,138.2243	193.2571	841.1181	2.0589	140.9975	2.7710	143.7685	37.5118	2.6205	40.1323	0.0000	144,660.4238	144,660.4238	8.9536	0.0000	144,848.4490

	ROG	NOx	CO	SO2	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	0.65	-2.90	-0.62	0.00	0.00	51.41	2.00	0.00	51.35	6.45	0.00	0.00	0.00	0.00	0.00	0.00

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	298.5337	1.1577	100.7294	5.3700e-003		1.0964	1.0964		1.0907	1.0907	0.0000	8,695.4152	8,695.4152	0.3423	0.1561	8,750.9845
Energy	0.9494	8.2301	4.3128	0.0518		0.6559	0.6559		0.6559	0.6559		10,356.7514	10,356.7514	0.1985	0.1899	10,419.7809
Mobile	204.0384	297.0391	1,810.2504	3.7676	236.3399	6.8196	243.1595	63.0532	6.2897	69.3429		270,395.6926	270,395.6926	9.7223		270,599.8602
Total	503.5214	306.4269	1,915.2926	3.8247	236.3399	8.5719	244.9118	63.0532	8.0363	71.0895	0.0000	289,447.8591	289,447.8591	10.2630	0.3459	289,770.6256

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	224.9678	1.0390	88.6177	4.4300e-003		1.0255	1.0255		1.0198	1.0198	0.0000	8,668.0312	8,668.0312	0.2996	0.1561	8,722.7050
Energy	0.8269	7.1683	3.7551	0.0451		0.5713	0.5713		0.5713	0.5713		9,020.8287	9,020.8287	0.1729	0.1654	9,075.7279
Mobile	185.8733	201.8955	1,339.7894	1.8590	108.1196	3.6250	111.7446	28.8453	3.3457	32.1909		133,382.7488	133,382.7488	5.3325		133,494.7316
Total	411.6681	210.1028	1,432.1623	1.9085	108.1196	5.2218	113.3414	28.8453	4.9368	33.7820	0.0000	151,071.6086	151,071.6086	5.8050	0.3215	151,293.1645

	ROG	NOx	CO	SO2	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	18.24	31.43	25.22	50.10	54.25	39.08	53.72	54.25	38.57	52.48	0.00	47.81	47.81	43.44	7.08	47.79

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	1/2/2023	12/17/2032	5	2600	
2	Architectural Coating	Architectural Coating	10/28/2027	12/31/2035	5	2133	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 2,442,150; Residential Outdoor: 814,050; Non-Residential Indoor: 14,166,540; Non-Residential Outdoor: 4,722,180
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	8	868.00	129.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	825.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Use Cleaner Engines for Construction Equipment
- Use Soil Stabilizer
- Replace Ground Cover
- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads

3.2 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	1.2653	11.0463	14.6389	0.0219		0.5603	0.5603		0.5302	0.5302		2,066.2431	2,066.2431	0.4497		2,075.6869
Total	1.2653	11.0463	14.6389	0.0219		0.5603	0.5603		0.5302	0.5302		2,066.2431	2,066.2431	0.4497		2,075.6869

3.2 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	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6912	3.7504	10.5867	0.0209	0.6253	0.1065	0.7318	0.1772	0.0980	0.2751		1,946.7810	1,946.7810	0.0118			1,947.0288
Worker	2.7125	3.0787	34.1433	0.0846	7.2623	0.0465	7.3088	1.9263	0.0431	1.9694		5,613.4534	5,613.4534	0.3007			5,619.7687
Total	3.4037	6.8291	44.7300	0.1054	7.8876	0.1530	8.0405	2.1035	0.1411	2.2445		7,560.2344	7,560.2344	0.3125			7,566.7974

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,066.2431	2,066.2431	0.4497			2,075.6869
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,066.2431	2,066.2431	0.4497			2,075.6869

3.2 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	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6912	3.7504	10.5867	0.0209	0.6253	0.1065	0.7318	0.1772	0.0980	0.2751		1,946.7810	1,946.7810	0.0118			1,947.0288
Worker	2.7125	3.0787	34.1433	0.0846	7.2623	0.0465	7.3088	1.9263	0.0431	1.9694		5,613.4534	5,613.4534	0.3007			5,619.7687
Total	3.4037	6.8291	44.7300	0.1054	7.8876	0.1530	8.0405	2.1035	0.1411	2.2445		7,560.2344	7,560.2344	0.3125			7,566.7974

3.2 Building Construction - 2024

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	1.1813	10.3775	14.6139	0.0219		0.4857	0.4857		0.4595	0.4595		2,066.7425	2,066.7425	0.4462			2,076.1129
Total	1.1813	10.3775	14.6139	0.0219		0.4857	0.4857		0.4595	0.4595		2,066.7425	2,066.7425	0.4462			2,076.1129

3.2 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6791	3.7294	10.3922	0.0209	0.6252	0.1050	0.7302	0.1771	0.0966	0.2737		1,952.117 1	1,952.117 1	0.0120			1,952.369 6
Worker	2.6211	2.9997	33.4027	0.0856	7.2623	0.0479	7.3102	1.9263	0.0445	1.9708		5,613.412 5	5,613.412 5	0.3010			5,619.733 1
Total	3.3002	6.7291	43.7949	0.1065	7.8875	0.1529	8.0404	2.1034	0.1411	2.2445		7,565.529 6	7,565.529 6	0.3130			7,572.102 7

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,066.742 5	2,066.742 5	0.4462			2,076.112 9
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,066.742 5	2,066.742 5	0.4462			2,076.112 9

3.2 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6791	3.7294	10.3922	0.0209	0.6252	0.1050	0.7302	0.1771	0.0966	0.2737		1,952.1171	1,952.1171	0.0120			1,952.3696
Worker	2.6211	2.9997	33.4027	0.0856	7.2623	0.0479	7.3102	1.9263	0.0445	1.9708		5,613.4125	5,613.4125	0.3010			5,619.7331
Total	3.3002	6.7291	43.7949	0.1065	7.8875	0.1529	8.0404	2.1034	0.1411	2.2445		7,565.5296	7,565.5296	0.3130			7,572.1027

3.2 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6662	3.7014	10.2824	0.0209	0.6251	0.1053	0.7304	0.1771	0.0969	0.2740		1,951.558 1	1,951.558 1	0.0120			1,951.811 1
Worker	2.5406	2.9273	32.5004	0.0856	7.2623	0.0483	7.3106	1.9263	0.0448	1.9711		5,556.379 4	5,556.379 4	0.2958			5,562.591 6
Total	3.2068	6.6287	42.7827	0.1065	7.8874	0.1536	8.0410	2.1034	0.1417	2.2451		7,507.937 5	7,507.937 5	0.3079			7,514.402 7

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.501 4	2,067.501 4	0.4428			2,076.800 3
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.501 4	2,067.501 4	0.4428			2,076.800 3

3.2 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6662	3.7014	10.2824	0.0209	0.6251	0.1053	0.7304	0.1771	0.0969	0.2740		1,951.558 1	1,951.558 1	0.0120			1,951.811 1
Worker	2.5406	2.9273	32.5004	0.0856	7.2623	0.0483	7.3106	1.9263	0.0448	1.9711		5,556.379 4	5,556.379 4	0.2958			5,562.591 6
Total	3.2068	6.6287	42.7827	0.1065	7.8874	0.1536	8.0410	2.1034	0.1417	2.2451		7,507.937 5	7,507.937 5	0.3079			7,514.402 7

3.2 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.501 4	2,067.501 4	0.4428			2,076.800 3
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.501 4	2,067.501 4	0.4428			2,076.800 3

3.2 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6551	3.6555	10.1477	0.0209	0.6251	0.1041	0.7292	0.1771	0.0958	0.2729		1,951.4107	1,951.4107	0.0120			1,951.6618
Worker	2.4852	2.8824	31.8506	0.0856	7.2623	0.0488	7.3111	1.9263	0.0453	1.9716		5,508.8726	5,508.8726	0.2924			5,515.0133
Total	3.1403	6.5379	41.9982	0.1065	7.8874	0.1529	8.0403	2.1034	0.1411	2.2445		7,460.2833	7,460.2833	0.3044			7,466.6751

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428			2,076.8003
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6551	3.6555	10.1477	0.0209	0.6251	0.1041	0.7292	0.1771	0.0958	0.2729		1,951.4107	1,951.4107	0.0120			1,951.6618
Worker	2.4852	2.8824	31.8506	0.0856	7.2623	0.0488	7.3111	1.9263	0.0453	1.9716		5,508.8726	5,508.8726	0.2924			5,515.0133
Total	3.1403	6.5379	41.9982	0.1065	7.8874	0.1529	8.0403	2.1034	0.1411	2.2445		7,460.2833	7,460.2833	0.3044			7,466.6751

3.2 Building Construction - 2027

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	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6496	3.6330	10.0546	0.0209	0.6251	0.1043	0.7294	0.1771	0.0960	0.2731		1,951.4048	1,951.4048	0.0120			1,951.6561
Worker	2.4374	2.8411	31.3610	0.0856	7.2623	0.0492	7.3115	1.9263	0.0457	1.9720		5,468.2229	5,468.2229	0.2893			5,474.2973
Total	3.0870	6.4741	41.4156	0.1064	7.8874	0.1535	8.0409	2.1034	0.1416	2.2450		7,419.6277	7,419.6277	0.3012			7,425.9534

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428			2,076.8003
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6496	3.6330	10.0546	0.0209	0.6251	0.1043	0.7294	0.1771	0.0960	0.2731		1,951.4048	1,951.4048	0.0120			1,951.6561
Worker	2.4374	2.8411	31.3610	0.0856	7.2623	0.0492	7.3115	1.9263	0.0457	1.9720		5,468.2229	5,468.2229	0.2893			5,474.2973
Total	3.0870	6.4741	41.4156	0.1064	7.8874	0.1535	8.0409	2.1034	0.1416	2.2450		7,419.6277	7,419.6277	0.3012			7,425.9534

3.2 Building Construction - 2028

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	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6452	3.6126	10.0080	0.0209	0.6251	0.1041	0.7292	0.1771	0.0958	0.2729		1,951.2718	1,951.2718	0.0120			1,951.5229
Worker	2.3923	2.7982	30.8710	0.0856	7.2623	0.0496	7.3119	1.9263	0.0460	1.9723		5,433.8458	5,433.8458	0.2861			5,439.8541
Total	3.0375	6.4108	40.8790	0.1064	7.8874	0.1538	8.0411	2.1034	0.1418	2.2452		7,385.1176	7,385.1176	0.2981			7,391.3770

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428			2,076.8003
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6452	3.6126	10.0080	0.0209	0.6251	0.1041	0.7292	0.1771	0.0958	0.2729		1,951.2718	1,951.2718	0.0120			1,951.5229
Worker	2.3923	2.7982	30.8710	0.0856	7.2623	0.0496	7.3119	1.9263	0.0460	1.9723		5,433.8458	5,433.8458	0.2861			5,439.8541
Total	3.0375	6.4108	40.8790	0.1064	7.8874	0.1538	8.0411	2.1034	0.1418	2.2452		7,385.1176	7,385.1176	0.2981			7,391.3770

3.2 Building Construction - 2029

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	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6424	3.5962	9.9521	0.0209	0.6250	0.1041	0.7291	0.1771	0.0958	0.2729		1,951.071 4	1,951.071 4	0.0120			1,951.322 4
Worker	2.3474	2.7568	30.3935	0.0856	7.2623	0.0499	7.3122	1.9263	0.0463	1.9726		5,404.783 9	5,404.783 9	0.2830			5,410.727 3
Total	2.9899	6.3530	40.3456	0.1064	7.8873	0.1541	8.0414	2.1034	0.1421	2.2455		7,355.855 3	7,355.855 3	0.2950			7,362.049 8

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.501 4	2,067.501 4	0.4428			2,076.800 3
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.501 4	2,067.501 4	0.4428			2,076.800 3

3.2 Building Construction - 2029

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6424	3.5962	9.9521	0.0209	0.6250	0.1041	0.7291	0.1771	0.0958	0.2729		1,951.0714	1,951.0714	0.0120			1,951.3224
Worker	2.3474	2.7568	30.3935	0.0856	7.2623	0.0499	7.3122	1.9263	0.0463	1.9726		5,404.7839	5,404.7839	0.2830			5,410.7273
Total	2.9899	6.3530	40.3456	0.1064	7.8873	0.1541	8.0414	2.1034	0.1421	2.2455		7,355.8553	7,355.8553	0.2950			7,362.0498

3.2 Building Construction - 2030

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	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.0315	2,310.0315	0.0956			2,312.0384
Total	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.0315	2,310.0315	0.0956			2,312.0384

3.2 Building Construction - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6389	3.5814	9.9097	0.0209	0.6250	0.1041	0.7291	0.1771	0.0958	0.2728		1,950.7769	1,950.7769	0.0120			1,951.0280
Worker	2.3074	2.7196	30.0057	0.0856	7.2623	0.0502	7.3125	1.9263	0.0466	1.9728		5,380.4372	5,380.4372	0.2803			5,386.3227
Total	2.9463	6.3010	39.9155	0.1065	7.8873	0.1543	8.0415	2.1033	0.1423	2.2456		7,331.2141	7,331.2141	0.2922			7,337.3506

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	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.0315	2,310.0315	0.0956			2,312.0384
Total	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.0315	2,310.0315	0.0956			2,312.0384

3.2 Building Construction - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6389	3.5814	9.9097	0.0209	0.6250	0.1041	0.7291	0.1771	0.0958	0.2728		1,950.7769	1,950.7769	0.0120			1,951.0280
Worker	2.3074	2.7196	30.0057	0.0856	7.2623	0.0502	7.3125	1.9263	0.0466	1.9728		5,380.4372	5,380.4372	0.2803			5,386.3227
Total	2.9463	6.3010	39.9155	0.1065	7.8873	0.1543	8.0415	2.1033	0.1423	2.2456		7,331.2141	7,331.2141	0.2922			7,337.3506

3.2 Building Construction - 2031

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	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.0315	2,310.0315	0.0956			2,312.0384
Total	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.0315	2,310.0315	0.0956			2,312.0384

3.2 Building Construction - 2031

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6393	3.5836	9.8492	0.0210	0.6253	0.1012	0.7265	0.1772	0.0931	0.2703		1,959.721 2	1,959.721 2	0.0122			1,959.977 9
Worker	2.2887	2.7030	30.1691	0.0869	7.2623	0.0520	7.3143	1.9263	0.0483	1.9746		5,443.163 3	5,443.163 3	0.2865			5,449.179 1
Total	2.9280	6.2866	40.0183	0.1079	7.8876	0.1532	8.0408	2.1035	0.1413	2.2448		7,402.884 6	7,402.884 6	0.2987			7,409.157 0

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	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.031 5	2,310.031 5	0.0956			2,312.038 4
Total	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.031 5	2,310.031 5	0.0956			2,312.038 4

3.2 Building Construction - 2031

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6393	3.5836	9.8492	0.0210	0.6253	0.1012	0.7265	0.1772	0.0931	0.2703		1,959.721 2	1,959.721 2	0.0122			1,959.977 9
Worker	2.2887	2.7030	30.1691	0.0869	7.2623	0.0520	7.3143	1.9263	0.0483	1.9746		5,443.163 3	5,443.163 3	0.2865			5,449.179 1
Total	2.9280	6.2866	40.0183	0.1079	7.8876	0.1532	8.0408	2.1035	0.1413	2.2448		7,402.884 6	7,402.884 6	0.2987			7,409.157 0

3.2 Building Construction - 2032

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	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.031 5	2,310.031 5	0.0956			2,312.038 4
Total	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.031 5	2,310.031 5	0.0956			2,312.038 4

3.2 Building Construction - 2032

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6392	3.5789	9.8290	0.0210	0.6257	0.1014	0.7270	0.1773	0.0933	0.2706		1,961.175 4	1,961.175 4	0.0122			1,961.432 3
Worker	2.2556	2.6742	29.8914	0.0869	7.2623	0.0522	7.3145	1.9263	0.0484	1.9747		5,426.791 5	5,426.791 5	0.2845			5,432.766 0
Total	2.8948	6.2531	39.7204	0.1079	7.8880	0.1535	8.0415	2.1036	0.1417	2.2453		7,387.966 8	7,387.966 8	0.2967			7,394.198 3

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	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.031 5	2,310.031 5	0.0956			2,312.038 4
Total	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.031 5	2,310.031 5	0.0956			2,312.038 4

3.2 Building Construction - 2032

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6392	3.5789	9.8290	0.0210	0.6257	0.1014	0.7270	0.1773	0.0933	0.2706		1,961.175 4	1,961.175 4	0.0122			1,961.432 3
Worker	2.2556	2.6742	29.8914	0.0869	7.2623	0.0522	7.3145	1.9263	0.0484	1.9747		5,426.791 5	5,426.791 5	0.2845			5,432.766 0
Total	2.8948	6.2531	39.7204	0.1079	7.8880	0.1535	8.0415	2.1036	0.1417	2.2453		7,387.966 8	7,387.966 8	0.2967			7,394.198 3

3.3 Architectural Coating - 2027

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154			281.7705
Total	120.4729	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154			281.7705

3.3 Architectural Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.3167	2.7004	29.8074	0.0813	6.9025	0.0468	6.9493	1.8309	0.0434	1.8743		5,197.3317	5,197.3317	0.2749			5,203.1052
Total	2.3167	2.7004	29.8074	0.0813	6.9025	0.0468	6.9493	1.8309	0.0434	1.8743		5,197.3317	5,197.3317	0.2749			5,203.1052

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154			281.7705
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154			281.7705

3.3 Architectural Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.3167	2.7004	29.8074	0.0813	6.9025	0.0468	6.9493	1.8309	0.0434	1.8743		5,197.3317	5,197.3317	0.2749			5,203.1052
Total	2.3167	2.7004	29.8074	0.0813	6.9025	0.0468	6.9493	1.8309	0.0434	1.8743		5,197.3317	5,197.3317	0.2749			5,203.1052

3.3 Architectural Coating - 2028

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154			281.7705
Total	120.4729	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154			281.7705

3.3 Architectural Coating - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.2738	2.6596	29.3417	0.0813	6.9025	0.0472	6.9497	1.8309	0.0438	1.8746		5,164.6576	5,164.6576	0.2719			5,170.3682
Total	2.2738	2.6596	29.3417	0.0813	6.9025	0.0472	6.9497	1.8309	0.0438	1.8746		5,164.6576	5,164.6576	0.2719			5,170.3682

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154			281.7705
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154			281.7705

3.3 Architectural Coating - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.2738	2.6596	29.3417	0.0813	6.9025	0.0472	6.9497	1.8309	0.0438	1.8746		5,164.6576	5,164.6576	0.2719			5,170.3682
Total	2.2738	2.6596	29.3417	0.0813	6.9025	0.0472	6.9497	1.8309	0.0438	1.8746		5,164.6576	5,164.6576	0.2719			5,170.3682

3.3 Architectural Coating - 2029

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154			281.7705
Total	120.4729	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154			281.7705

3.3 Architectural Coating - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.2312	2.6202	28.8878	0.0813	6.9025	0.0475	6.9500	1.8309	0.0440	1.8749		5,137.0354	5,137.0354	0.2690			5,142.6844
Total	2.2312	2.6202	28.8878	0.0813	6.9025	0.0475	6.9500	1.8309	0.0440	1.8749		5,137.0354	5,137.0354	0.2690			5,142.6844

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154			281.7705
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154			281.7705

3.3 Architectural Coating - 2029

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.2312	2.6202	28.8878	0.0813	6.9025	0.0475	6.9500	1.8309	0.0440	1.8749		5,137.0354	5,137.0354	0.2690			5,142.6844
Total	2.2312	2.6202	28.8878	0.0813	6.9025	0.0475	6.9500	1.8309	0.0440	1.8749		5,137.0354	5,137.0354	0.2690			5,142.6844

3.3 Architectural Coating - 2030

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873
Total	120.4328	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.1931	2.5849	28.5193	0.0813	6.9025	0.0477	6.9502	1.8309	0.0443	1.8751		5,113.8948	5,113.8948	0.2664			5,119.4887
Total	2.1931	2.5849	28.5193	0.0813	6.9025	0.0477	6.9502	1.8309	0.0443	1.8751		5,113.8948	5,113.8948	0.2664			5,119.4887

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.1931	2.5849	28.5193	0.0813	6.9025	0.0477	6.9502	1.8309	0.0443	1.8751		5,113.8948	5,113.8948	0.2664			5,119.4887
Total	2.1931	2.5849	28.5193	0.0813	6.9025	0.0477	6.9502	1.8309	0.0443	1.8751		5,113.8948	5,113.8948	0.2664			5,119.4887

3.3 Architectural Coating - 2031

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873
Total	120.4328	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2031

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.1753	2.5691	28.6745	0.0826	6.9025	0.0495	6.9520	1.8309	0.0459	1.8767		5,173.5136	5,173.5136	0.2723			5,179.2313
Total	2.1753	2.5691	28.6745	0.0826	6.9025	0.0495	6.9520	1.8309	0.0459	1.8767		5,173.5136	5,173.5136	0.2723			5,179.2313

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2031

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.1753	2.5691	28.6745	0.0826	6.9025	0.0495	6.9520	1.8309	0.0459	1.8767		5,173.5136	5,173.5136	0.2723			5,179.2313
Total	2.1753	2.5691	28.6745	0.0826	6.9025	0.0495	6.9520	1.8309	0.0459	1.8767		5,173.5136	5,173.5136	0.2723			5,179.2313

3.3 Architectural Coating - 2032

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873
Total	120.4328	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2032

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.1439	2.5418	28.4106	0.0826	6.9025	0.0496	6.9521	1.8309	0.0460	1.8769		5,157.9527	5,157.9527	0.2704			5,163.6313
Total	2.1439	2.5418	28.4106	0.0826	6.9025	0.0496	6.9521	1.8309	0.0460	1.8769		5,157.9527	5,157.9527	0.2704			5,163.6313

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2032

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.1439	2.5418	28.4106	0.0826	6.9025	0.0496	6.9521	1.8309	0.0460	1.8769		5,157.9527	5,157.9527	0.2704			5,163.6313
Total	2.1439	2.5418	28.4106	0.0826	6.9025	0.0496	6.9521	1.8309	0.0460	1.8769		5,157.9527	5,157.9527	0.2704			5,163.6313

3.3 Architectural Coating - 2033

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873
Total	120.4328	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2033

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.1096	2.5089	28.1145	0.0826	6.9025	0.0497	6.9522	1.8309	0.0461	1.8769		5,145.1333	5,145.1333	0.2683			5,150.7668
Total	2.1096	2.5089	28.1145	0.0826	6.9025	0.0497	6.9522	1.8309	0.0461	1.8769		5,145.1333	5,145.1333	0.2683			5,150.7668

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2033

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.1096	2.5089	28.1145	0.0826	6.9025	0.0497	6.9522	1.8309	0.0461	1.8769		5,145.1333	5,145.1333	0.2683		5,150.7668
Total	2.1096	2.5089	28.1145	0.0826	6.9025	0.0497	6.9522	1.8309	0.0461	1.8769		5,145.1333	5,145.1333	0.2683		5,150.7668

3.3 Architectural Coating - 2034

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.6873
Total	120.4328	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.6873

3.3 Architectural Coating - 2034

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.0785	2.4829	27.8287	0.0826	6.9025	0.0497	6.9522	1.8309	0.0461	1.8770		5,134.5920	5,134.5920	0.2662			5,140.1828
Total	2.0785	2.4829	27.8287	0.0826	6.9025	0.0497	6.9522	1.8309	0.0461	1.8770		5,134.5920	5,134.5920	0.2662			5,140.1828

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2034

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.0785	2.4829	27.8287	0.0826	6.9025	0.0497	6.9522	1.8309	0.0461	1.8770		5,134.5920	5,134.5920	0.2662			5,140.1828
Total	2.0785	2.4829	27.8287	0.0826	6.9025	0.0497	6.9522	1.8309	0.0461	1.8770		5,134.5920	5,134.5920	0.2662			5,140.1828

3.3 Architectural Coating - 2035

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.1179	0.7577	1.7943	2.9700e-003		9.9000e-003	9.9000e-003		9.9000e-003	9.9000e-003		281.4481	281.4481	0.0104			281.6665
Total	120.4199	0.7577	1.7943	2.9700e-003		9.9000e-003	9.9000e-003		9.9000e-003	9.9000e-003		281.4481	281.4481	0.0104			281.6665

3.3 Architectural Coating - 2035

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	2.0514	2.4617	27.5832	0.0826	6.9025	0.0497	6.9523	1.8309	0.0462	1.8770		5,126.0425	5,126.0425	0.2645			5,131.5960
Total	2.0514	2.4617	27.5832	0.0826	6.9025	0.0497	6.9523	1.8309	0.0462	1.8770		5,126.0425	5,126.0425	0.2645			5,131.5960

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0104			281.6665
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0104			281.6665

3.3 Architectural Coating - 2035

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.0514	2.4617	27.5832	0.0826	6.9025	0.0497	6.9523	1.8309	0.0462	1.8770		5,126.0425	5,126.0425	0.2645		5,131.5960
Total	2.0514	2.4617	27.5832	0.0826	6.9025	0.0497	6.9523	1.8309	0.0462	1.8770		5,126.0425	5,126.0425	0.2645		5,131.5960

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Implement NEV Network
- Limit Parking Supply
- Expand Transit Network
- Increase Transit Frequency
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive 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	185.8733	201.8955	1,339.7894	1.8590	108.1196	3.6250	111.7446	28.8453	3.3457	32.1909		133,382.7488	133,382.7488	5.3325		133,494.7316
Unmitigated	204.0384	297.0391	1,810.2504	3.7676	236.3399	6.8196	243.1595	63.0532	6.2897	69.3429		270,395.6926	270,395.6926	9.7223		270,599.8602

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	9.54	9.54	9.54	18,189	8,206
Condo/Townhouse High Rise	5,607.90	6,126.48	5197.86	12,579,115	5,979,322
Enclosed Parking Structure	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	63,807.74	73,725.71	37223.80	81,354,957	37,014,013
Total	69,425.18	79,861.73	42,431.20	93,952,261	43,001,542

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	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
Condo/Townhouse High Rise	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Regional Shopping Center	12.50	4.20	5.40	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.465210	0.067391	0.177305	0.167396	0.031659	0.004952	0.009103	0.067971	0.001188	0.001302	0.002807	0.000452	0.003265

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.8269	7.1683	3.7551	0.0451		0.5713	0.5713		0.5713	0.5713		9,020.8287	9,020.8287	0.1729	0.1654	9,075.7279
NaturalGas Unmitigated	0.9494	8.2301	4.3128	0.0518		0.6559	0.6559		0.6559	0.6559		10,356.7514	10,356.7514	0.1985	0.1899	10,419.7809

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					
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
Condo/Townhouse High Rise	68082.9	0.7342	6.2743	2.6699	0.0401		0.5073	0.5073		0.5073	0.5073		8,009.7564	8,009.7564	0.1535	0.1469	8,058.5024
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Regional Shopping Center	19949.5	0.2151	1.9558	1.6429	0.0117		0.1486	0.1486		0.1486	0.1486		2,346.9950	2,346.9950	0.0450	0.0430	2,361.2784
Total		0.9494	8.2301	4.3128	0.0518		0.6559	0.6559		0.6559	0.6559		10,356.7514	10,356.7514	0.1985	0.1899	10,419.7809

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					
Condo/Townhouse High Rise	59.3331	0.6399	5.4680	2.3268	0.0349		0.4421	0.4421		0.4421	0.4421		6,980.3593	6,980.3593	0.1338	0.1280	7,022.8406
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Regional Shopping Center	17.344	0.1870	1.7004	1.4283	0.0102		0.1292	0.1292		0.1292	0.1292		2,040.4694	2,040.4694	0.0391	0.0374	2,052.8873
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
Total		0.8269	7.1683	3.7551	0.0451		0.5713	0.5713		0.5713	0.5713		9,020.8287	9,020.8287	0.1729	0.1654	9,075.7279

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use only Natural Gas Hearths
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	224.9678	1.0390	88.6177	4.4300e-003		1.0255	1.0255		1.0198	1.0198	0.0000	8,668.0312	8,668.0312	0.2996	0.1561	8,722.7050
Unmitigated	298.5337	1.1577	100.7294	5.3700e-003		1.0964	1.0964		1.0907	1.0907	0.0000	8,695.4152	8,695.4152	0.3423	0.1561	8,750.9845

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	70.0559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	224.5921					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7804	4.0000e-005	0.0426	0.0000		0.5392	0.5392		0.5335	0.5335	0.0000	8,512.9412	8,512.9412	0.1632	0.1561	8,564.7495
Landscaping	3.1053	1.1577	100.6868	5.3700e-003		0.5572	0.5572		0.5572	0.5572		182.4740	182.4740	0.1791		186.2350
Total	298.5337	1.1577	100.7294	5.3700e-003		1.0964	1.0964		1.0907	1.0907	0.0000	8,695.4152	8,695.4152	0.3423	0.1561	8,750.9845

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	14.0112					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	207.8002					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7804	4.0000e-005	0.0426	0.0000		0.5392	0.5392		0.5335	0.5335	0.0000	8,512.9412	8,512.9412	0.1632	0.1561	8,564.7495
Landscaping	2.3761	1.0390	88.5752	4.4300e-003		0.4863	0.4863		0.4863	0.4863		155.0900	155.0900	0.1365		157.9555
Total	224.9678	1.0390	88.6177	4.4300e-003		1.0255	1.0255		1.0198	1.0198	0.0000	8,668.0312	8,668.0312	0.2996	0.1561	8,722.7050

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

Tribal Land Use (Planning Area 1-7) Salton Sea Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	12,000.00	Space	108.00	4,800,000.00	0
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
City Park	6.00	Acre	6.00	261,360.00	0
Condo/Townhouse High Rise	1,206.00	Dwelling Unit	18.84	1,206,000.00	2171
Regional Shopping Center	3,138.60	1000sqft	72.05	3,138,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.4	Precipitation Freq (Days)	20
Climate Zone	10			Operational Year	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Population based on 1.95 factor
 User Defined recreation - private open space
 Other asphalt surfaces - roadways

Construction Phase - Construction assumptions

Off-road Equipment - Construction Assumptions

Off-road Equipment - Construction Assumptions - no cranes

Trips and VMT - SCAQMDs analysis of Construction Worker and Vendor Trip Rates

On-road Fugitive Dust - 100% paved roads

Grading -

Vehicle Trips - Based on trip generation from Traffic Study
 City park is private open space

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 100% paved roads

Woodstoves - No woodstoves

Water And Wastewater - Calculated

Sequestration -

Construction Off-road Equipment Mitigation - Mitigation Assumption; Tier 4 required by January 2016
 SCAQMD Rule 403 and 403.1

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Applicant Assumption

Area Mitigation - Per SCAQMD Rule 1113 and Specific Plan

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	4,644,480.00	4,722,180.00

tblArchitecturalCoating	ConstArea_Nonresidential_Interior	13,933,440.00	14,166,540.00
tblAreaCoating	Area_Nonresidential_Interior	13933440	14166540
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	5
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	80
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	330.00	2,133.00
tblConstructionPhase	NumDays	4,650.00	2,600.00
tblConstructionPhase	PhaseEndDate	2/20/2041	12/31/2035
tblConstructionPhase	PhaseStartDate	12/18/2032	10/28/2027
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	NumberGas	1,206.00	402.00
tblLandUse	Population	3,895.00	2,171.00
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	WorkerPercentPave	50.00	100.00
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblRoadDust	RoadPercentPave	50	100
tblSequestration	NumberOfNewTrees	0.00	150.00
tblTripsAndVMT	VendorTripNumber	1,651.00	129.00
tblTripsAndVMT	WorkerTripNumber	4,456.00	868.00
tblTripsAndVMT	WorkerTripNumber	891.00	825.00
tblVehicleTrips	ST_TR	7.16	5.08
tblVehicleTrips	ST_TR	49.97	23.49
tblVehicleTrips	SU_TR	6.07	4.31
tblVehicleTrips	SU_TR	25.24	11.86
tblVehicleTrips	WD_TR	6.59	4.65
tblVehicleTrips	WD_TR	42.94	20.33
tblWater	IndoorWaterUseRate	78,575,754.90	158,468,400.00
tblWater	IndoorWaterUseRate	232,484,015.93	171,079,397.30
tblWater	OutdoorWaterUseRate	7,148,888.10	36,886,345.00
tblWater	OutdoorWaterUseRate	49,536,888.96	158,468,400.00
tblWater	OutdoorWaterUseRate	142,490,203.31	171,079,397.30
tblWoodstoves	NumberCatalytic	60.30	0.00
tblWoodstoves	NumberNoncatalytic	60.30	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	4.0849	18.3712	57.1021	0.1209	7.8876	0.7142	8.6017	2.1035	0.6721	2.7755	0.0000	9,194.3008	9,194.3008	0.7630	0.0000	9,210.3226
2024	3.9273	17.5895	56.1448	0.1219	7.8875	0.6396	8.5270	2.1034	0.6014	2.7048	0.0000	9,200.0882	9,200.0882	0.7599	0.0000	9,216.0468
2025	3.7705	16.7981	55.1872	0.1218	7.8874	0.5643	8.4516	2.1034	0.5304	2.6338	0.0000	9,147.1672	9,147.1672	0.7514	0.0000	9,162.9464
2026	3.7208	16.6979	54.4443	0.1218	7.8874	0.5636	8.4509	2.1034	0.5298	2.6331	0.0000	9,102.8924	9,102.8924	0.7479	0.0000	9,118.5982
2027	125.9381	20.7479	80.0546	0.2001	14.7899	0.6625	15.4524	3.9342	0.6252	4.5595	0.0000	14,163.7238	14,163.7238	1.0350	0.0000	14,185.4593
2028	125.8736	20.6328	79.1854	0.2001	14.7899	0.6630	15.4529	3.9342	0.6258	4.5600	0.0000	14,101.0692	14,101.0692	1.0289	0.0000	14,122.6756
2029	125.8117	20.5252	78.3276	0.2001	14.7899	0.6636	15.4535	3.9342	0.6263	4.5605	0.0000	14,047.8443	14,047.8443	1.0229	0.0000	14,069.3242
2030	125.7003	17.6030	78.0270	0.2029	14.7898	0.3465	15.1363	3.9342	0.3310	4.2652	0.0000	14,245.5912	14,245.5912	0.6663	0.0000	14,259.5829
2031	125.6821	17.5684	78.1332	0.2054	14.7902	0.3472	15.1373	3.9343	0.3317	4.2660	0.0000	14,366.8831	14,366.8831	0.6786	0.0000	14,381.1344
2032	125.6402	17.5009	77.6459	0.2054	14.7905	0.3476	15.1381	3.9345	0.3321	4.2666	0.0000	14,338.6268	14,338.6268	0.6748	0.0000	14,352.7981
2033	122.0821	3.6188	24.6772	0.0794	6.9025	0.0700	6.9725	1.8309	0.0664	1.8972	0.0000	5,049.0061	5,049.0061	0.2797	0.0000	5,054.8787
2034	122.0611	3.5900	24.4365	0.0795	6.9025	0.0700	6.9725	1.8309	0.0664	1.8973	0.0000	5,039.1901	5,039.1901	0.2776	0.0000	5,045.0201
2035	122.0296	3.4680	24.2269	0.0795	6.9025	0.0596	6.9622	1.8309	0.0561	1.8869	0.0000	5,031.2502	5,031.2502	0.2749	0.0000	5,037.0221
Total	1,136.3220	194.7118	767.5925	1.9388	140.9975	5.7115	146.7090	37.5118	5.3945	42.9064	0.0000	137,027.6333	137,027.6333	8.9608	0.0000	137,215.8094

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	3.2704	16.9035	57.6490	0.1209	7.8876	0.2302	8.1178	2.1035	0.2182	2.3217	0.0000	9,194.3008	9,194.3008	0.7630	0.0000	9,210.3226
2024	3.1967	16.7905	56.7167	0.1219	7.8875	0.2301	8.1176	2.1034	0.2182	2.3216	0.0000	9,200.0882	9,200.0882	0.7599	0.0000	9,216.0468
2025	3.1276	16.6789	55.8078	0.1218	7.8874	0.2309	8.1182	2.1034	0.2189	2.3222	0.0000	9,147.1672	9,147.1672	0.7514	0.0000	9,162.9464
2026	3.0779	16.5787	55.0649	0.1218	7.8874	0.2301	8.1175	2.1034	0.2182	2.3216	0.0000	9,102.8924	9,102.8924	0.7479	0.0000	9,118.5982
2027	125.1788	20.5431	80.6984	0.2001	14.7899	0.2815	15.0714	3.9342	0.2662	4.2004	0.0000	14,163.7237	14,163.7237	1.0350	0.0000	14,185.4593
2028	125.1143	20.4280	79.8293	0.2001	14.7899	0.2821	15.0720	3.9342	0.2667	4.2009	0.0000	14,101.0692	14,101.0692	1.0289	0.0000	14,122.6756
2029	125.0524	20.3203	78.9714	0.2001	14.7899	0.2827	15.0725	3.9342	0.2673	4.2015	0.0000	14,047.8443	14,047.8443	1.0229	0.0000	14,069.3242
2030	124.9972	20.2238	78.2763	0.2029	14.7898	0.2831	15.0729	3.9342	0.2677	4.2019	0.0000	14,245.5912	14,245.5912	0.6663	0.0000	14,259.5829
2031	124.9791	20.1892	78.3825	0.2054	14.7902	0.2838	15.0740	3.9343	0.2683	4.2027	0.0000	14,366.8831	14,366.8831	0.6786	0.0000	14,381.1344
2032	124.9372	20.1217	77.8952	0.2054	14.7905	0.2843	15.0748	3.9345	0.2687	4.2032	0.0000	14,338.6268	14,338.6268	0.6748	0.0000	14,352.7981
2033	122.0059	3.8223	24.7119	0.0794	6.9025	0.0536	6.9562	1.8309	0.0500	1.8809	0.0000	5,049.0061	5,049.0061	0.2797	0.0000	5,054.8787
2034	121.9848	3.7936	24.4712	0.0795	6.9025	0.0537	6.9562	1.8309	0.0501	1.8809	0.0000	5,039.1901	5,039.1901	0.2776	0.0000	5,045.0201
2035	121.9662	3.7701	24.2651	0.0795	6.9025	0.0537	6.9562	1.8309	0.0501	1.8810	0.0000	5,031.2502	5,031.2502	0.2749	0.0000	5,037.0221
Total	1,128.8883	200.1637	772.7396	1.9388	140.9975	2.7798	143.7773	37.5118	2.6286	40.1404	0.0000	137,027.6333	137,027.6333	8.9608	0.0000	137,215.8094

	ROG	NOx	CO	SO2	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	0.65	-2.80	-0.67	0.00	0.00	51.33	2.00	0.00	51.27	6.45	0.00	0.00	0.00	0.00	0.00	0.00

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	298.5337	1.1577	100.7294	5.3700e-003		1.0964	1.0964		1.0907	1.0907	0.0000	8,695.4152	8,695.4152	0.3423	0.1561	8,750.9845
Energy	0.9494	8.2301	4.3128	0.0518		0.6559	0.6559		0.6559	0.6559		10,356.7514	10,356.7514	0.1985	0.1899	10,419.7809
Mobile	168.5049	316.2844	1,958.0151	3.5665	236.3399	6.8652	243.2051	63.0532	6.3316	69.3849		257,076.8930	257,076.8930	9.7719		257,282.1026
Total	467.9880	325.6723	2,063.0573	3.6236	236.3399	8.6175	244.9574	63.0532	8.0783	71.1315	0.0000	276,129.0595	276,129.0595	10.3126	0.3459	276,452.8680

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	224.9678	1.0390	88.6177	4.4300e-003		1.0255	1.0255		1.0198	1.0198	0.0000	8,668.0312	8,668.0312	0.2996	0.1561	8,722.7050
Energy	0.8269	7.1683	3.7551	0.0451		0.5713	0.5713		0.5713	0.5713		9,020.8287	9,020.8287	0.1729	0.1654	9,075.7279
Mobile	152.3371	211.5471	1,586.9421	1.7637	108.1196	3.6707	111.7903	28.8453	3.3876	32.2329		126,722.6127	126,722.6127	5.3821		126,835.6376
Total	378.1318	219.7544	1,679.3150	1.8132	108.1196	5.2675	113.3871	28.8453	4.9787	33.8240	0.0000	144,411.4726	144,411.4726	5.8546	0.3215	144,634.0705

	ROG	NOx	CO	SO2	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	19.20	32.52	18.60	49.96	54.25	38.88	53.71	54.25	38.37	52.45	0.00	47.70	47.70	43.23	7.08	47.68

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	1/2/2023	12/17/2032	5	2600	
2	Architectural Coating	Architectural Coating	10/28/2027	12/31/2035	5	2133	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 2,442,150; Residential Outdoor: 814,050; Non-Residential Indoor: 14,166,540; Non-Residential Outdoor: 4,722,180
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	8	868.00	129.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	825.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Use Cleaner Engines for Construction Equipment
- Use Soil Stabilizer
- Replace Ground Cover
- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads

3.2 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	1.2653	11.0463	14.6389	0.0219		0.5603	0.5603		0.5302	0.5302		2,066.2431	2,066.2431	0.4497		2,075.6869
Total	1.2653	11.0463	14.6389	0.0219		0.5603	0.5603		0.5302	0.5302		2,066.2431	2,066.2431	0.4497		2,075.6869

3.2 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	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.7630	3.9299	14.4678	0.0207	0.6253	0.1074	0.7327	0.1772	0.0988	0.2760		1,924.6536	1,924.6536	0.0125			1,924.9164
Worker	2.0566	3.3950	27.9954	0.0783	7.2623	0.0465	7.3088	1.9263	0.0431	1.9694		5,203.4041	5,203.4041	0.3007			5,209.7194
Total	2.8196	7.3249	42.4632	0.0990	7.8876	0.1538	8.0414	2.1035	0.1419	2.2454		7,128.0577	7,128.0577	0.3132			7,134.6358

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,066.2431	2,066.2431	0.4497			2,075.6869
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,066.2431	2,066.2431	0.4497			2,075.6869

3.2 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	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.7630	3.9299	14.4678	0.0207	0.6253	0.1074	0.7327	0.1772	0.0988	0.2760		1,924.6536	1,924.6536	0.0125			1,924.9164
Worker	2.0566	3.3950	27.9954	0.0783	7.2623	0.0465	7.3088	1.9263	0.0431	1.9694		5,203.4041	5,203.4041	0.3007			5,209.7194
Total	2.8196	7.3249	42.4632	0.0990	7.8876	0.1538	8.0414	2.1035	0.1419	2.2454		7,128.0577	7,128.0577	0.3132			7,134.6358

3.2 Building Construction - 2024

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	1.1813	10.3775	14.6139	0.0219		0.4857	0.4857		0.4595	0.4595		2,066.7425	2,066.7425	0.4462			2,076.1129
Total	1.1813	10.3775	14.6139	0.0219		0.4857	0.4857		0.4595	0.4595		2,066.7425	2,066.7425	0.4462			2,076.1129

3.2 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.7472	3.9060	14.1801	0.0207	0.6252	0.1059	0.7311	0.1771	0.0974	0.2746		1,929.9883	1,929.9883	0.0127			1,930.2559
Worker	1.9987	3.3059	27.3507	0.0792	7.2623	0.0479	7.3102	1.9263	0.0445	1.9708		5,203.3575	5,203.3575	0.3010			5,209.6780
Total	2.7460	7.2119	41.5308	0.1000	7.8875	0.1538	8.0413	2.1034	0.1419	2.2453		7,133.3458	7,133.3458	0.3137			7,139.9339

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,066.7425	2,066.7425	0.4462			2,076.1129
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,066.7425	2,066.7425	0.4462			2,076.1129

3.2 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.7472	3.9060	14.1801	0.0207	0.6252	0.1059	0.7311	0.1771	0.0974	0.2746		1,929.9883	1,929.9883	0.0127			1,930.2559
Worker	1.9987	3.3059	27.3507	0.0792	7.2623	0.0479	7.3102	1.9263	0.0445	1.9708		5,203.3575	5,203.3575	0.3010			5,209.6780
Total	2.7460	7.2119	41.5308	0.1000	7.8875	0.1538	8.0413	2.1034	0.1419	2.2453		7,133.3458	7,133.3458	0.3137			7,139.9339

3.2 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.7322	3.8749	14.0279	0.0207	0.6251	0.1062	0.7313	0.1771	0.0977	0.2748		1,929.4283	1,929.4283	0.0128			1,929.6963
Worker	1.9446	3.2255	26.5940	0.0792	7.2623	0.0483	7.3106	1.9263	0.0448	1.9711		5,150.2375	5,150.2375	0.2958			5,156.4497
Total	2.6768	7.1004	40.6219	0.0999	7.8874	0.1545	8.0419	2.1034	0.1425	2.2459		7,079.6658	7,079.6658	0.3086			7,086.1461

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428			2,076.8003
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.7322	3.8749	14.0279	0.0207	0.6251	0.1062	0.7313	0.1771	0.0977	0.2748		1,929.4283	1,929.4283	0.0128			1,929.6963
Worker	1.9446	3.2255	26.5940	0.0792	7.2623	0.0483	7.3106	1.9263	0.0448	1.9711		5,150.2375	5,150.2375	0.2958			5,156.4497
Total	2.6768	7.1004	40.6219	0.0999	7.8874	0.1545	8.0419	2.1034	0.1425	2.2459		7,079.6658	7,079.6658	0.3086			7,086.1461

3.2 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.7186	3.8245	13.8334	0.0207	0.6251	0.1050	0.7301	0.1771	0.0966	0.2737		1,929.2798	1,929.2798	0.0127			1,929.5460
Worker	1.9085	3.1757	26.0456	0.0792	7.2623	0.0488	7.3111	1.9263	0.0453	1.9716		5,106.1112	5,106.1112	0.2924			5,112.2519
Total	2.6271	7.0002	39.8790	0.0999	7.8874	0.1538	8.0412	2.1034	0.1419	2.2453		7,035.3910	7,035.3910	0.3051			7,041.7979

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428			2,076.8003
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.7186	3.8245	13.8334	0.0207	0.6251	0.1050	0.7301	0.1771	0.0966	0.2737		1,929.2798	1,929.2798	0.0127			1,929.5460
Worker	1.9085	3.1757	26.0456	0.0792	7.2623	0.0488	7.3111	1.9263	0.0453	1.9716		5,106.1112	5,106.1112	0.2924			5,112.2519
Total	2.6271	7.0002	39.8790	0.0999	7.8874	0.1538	8.0412	2.1034	0.1419	2.2453		7,035.3910	7,035.3910	0.3051			7,041.7979

3.2 Building Construction - 2027

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	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.7109	3.7996	13.6917	0.0207	0.6251	0.1052	0.7303	0.1771	0.0968	0.2739		1,929.2729	1,929.2729	0.0127			1,929.5393
Worker	1.8768	3.1301	25.6291	0.0792	7.2623	0.0492	7.3115	1.9263	0.0457	1.9720		5,068.2901	5,068.2901	0.2893			5,074.3645
Total	2.5877	6.9297	39.3207	0.0999	7.8874	0.1544	8.0418	2.1034	0.1425	2.2458		6,997.5631	6,997.5631	0.3020			7,003.9039

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428			2,076.8003
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.7109	3.7996	13.6917	0.0207	0.6251	0.1052	0.7303	0.1771	0.0968	0.2739		1,929.2729	1,929.2729	0.0127			1,929.5393
Worker	1.8768	3.1301	25.6291	0.0792	7.2623	0.0492	7.3115	1.9263	0.0457	1.9720		5,068.2901	5,068.2901	0.2893			5,074.3645
Total	2.5877	6.9297	39.3207	0.0999	7.8874	0.1544	8.0418	2.1034	0.1425	2.2458		6,997.5631	6,997.5631	0.3020			7,003.9039

3.2 Building Construction - 2028

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	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.5014	2,067.5014	0.4428			2,076.8003

3.2 Building Construction - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.7058	3.7771	13.6334	0.0207	0.6251	0.1050	0.7301	0.1771	0.0966	0.2737		1,929.139 1	1,929.139 1	0.0127			1,929.405 3
Worker	1.8463	3.0826	25.2134	0.0792	7.2623	0.0496	7.3119	1.9263	0.0460	1.9723		5,036.235 8	5,036.235 8	0.2861			5,042.244 1
Total	2.5521	6.8597	38.8467	0.0999	7.8874	0.1546	8.0420	2.1034	0.1426	2.2460		6,965.374 9	6,965.374 9	0.2988			6,971.649 4

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.501 4	2,067.501 4	0.4428			2,076.800 3
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.501 4	2,067.501 4	0.4428			2,076.800 3

3.2 Building Construction - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.7058	3.7771	13.6334	0.0207	0.6251	0.1050	0.7301	0.1771	0.0966	0.2737		1,929.139 1	1,929.139 1	0.0127			1,929.405 3
Worker	1.8463	3.0826	25.2134	0.0792	7.2623	0.0496	7.3119	1.9263	0.0460	1.9723		5,036.235 8	5,036.235 8	0.2861			5,042.244 1
Total	2.5521	6.8597	38.8467	0.0999	7.8874	0.1546	8.0420	2.1034	0.1426	2.2460		6,965.374 9	6,965.374 9	0.2988			6,971.649 4

3.2 Building Construction - 2029

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	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.501 4	2,067.501 4	0.4428			2,076.800 3
Total	1.0937	9.6977	14.5653	0.0219		0.4097	0.4097		0.3879	0.3879		2,067.501 4	2,067.501 4	0.4428			2,076.800 3

3.2 Building Construction - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.7024	3.7590	13.5627	0.0207	0.6250	0.1050	0.7300	0.1771	0.0966	0.2737		1,928.938 1	1,928.938 1	0.0127			1,929.204 2
Worker	1.8163	3.0367	24.8098	0.0792	7.2623	0.0499	7.3122	1.9263	0.0463	1.9726		5,009.050 5	5,009.050 5	0.2830			5,014.993 9
Total	2.5188	6.7957	38.3725	0.0999	7.8873	0.1549	8.0423	2.1034	0.1429	2.2463		6,937.988 6	6,937.988 6	0.2957			6,944.198 2

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	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.501 4	2,067.501 4	0.4428			2,076.800 3
Total	0.4508	9.5786	15.1859	0.0219		0.0763	0.0763		0.0763	0.0763	0.0000	2,067.501 4	2,067.501 4	0.4428			2,076.800 3

3.2 Building Construction - 2029

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.7024	3.7590	13.5627	0.0207	0.6250	0.1050	0.7300	0.1771	0.0966	0.2737		1,928.9381	1,928.9381	0.0127			1,929.2042
Worker	1.8163	3.0367	24.8098	0.0792	7.2623	0.0499	7.3122	1.9263	0.0463	1.9726		5,009.0505	5,009.0505	0.2830			5,014.9939
Total	2.5188	6.7957	38.3725	0.0999	7.8873	0.1549	8.0423	2.1034	0.1429	2.2463		6,937.9886	6,937.9886	0.2957			6,944.1982

3.2 Building Construction - 2030

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	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.0315	2,310.0315	0.0956			2,312.0384
Total	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.0315	2,310.0315	0.0956			2,312.0384

3.2 Building Construction - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6983	3.7427	13.5100	0.0207	0.6250	0.1050	0.7299	0.1771	0.0966	0.2736		1,928.643 1	1,928.643 1	0.0127			1,928.909 3
Worker	1.7901	2.9956	24.4804	0.0792	7.2623	0.0502	7.3125	1.9263	0.0466	1.9728		4,986.241 4	4,986.241 4	0.2803			4,992.126 9
Total	2.4885	6.7382	37.9904	0.0999	7.8873	0.1551	8.0424	2.1033	0.1431	2.2465		6,914.884 5	6,914.884 5	0.2929			6,921.036 2

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	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.031 5	2,310.031 5	0.0956			2,312.038 4
Total	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.031 5	2,310.031 5	0.0956			2,312.038 4

3.2 Building Construction - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6983	3.7427	13.5100	0.0207	0.6250	0.1050	0.7299	0.1771	0.0966	0.2736		1,928.643 1	1,928.643 1	0.0127			1,928.909 3
Worker	1.7901	2.9956	24.4804	0.0792	7.2623	0.0502	7.3125	1.9263	0.0466	1.9728		4,986.241 4	4,986.241 4	0.2803			4,992.126 9
Total	2.4885	6.7382	37.9904	0.0999	7.8873	0.1551	8.0424	2.1033	0.1431	2.2465		6,914.884 5	6,914.884 5	0.2929			6,921.036 2

3.2 Building Construction - 2031

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	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.031 5	2,310.031 5	0.0956			2,312.038 4
Total	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.031 5	2,310.031 5	0.0956			2,312.038 4

3.2 Building Construction - 2031

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6981	3.7447	13.4340	0.0208	0.6253	0.1020	0.7274	0.1772	0.0939	0.2711		1,937.5870	1,937.5870	0.0129			1,937.8587
Worker	1.7810	2.9768	24.5738	0.0804	7.2623	0.0520	7.3143	1.9263	0.0483	1.9746		5,043.8422	5,043.8422	0.2865			5,049.8579
Total	2.4790	6.7215	38.0078	0.1012	7.8876	0.1541	8.0417	2.1035	0.1422	2.2456		6,981.4291	6,981.4291	0.2994			6,987.7166

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	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.0315	2,310.0315	0.0956			2,312.0384
Total	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.0315	2,310.0315	0.0956			2,312.0384

3.2 Building Construction - 2031

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6981	3.7447	13.4340	0.0208	0.6253	0.1020	0.7274	0.1772	0.0939	0.2711		1,937.5870	1,937.5870	0.0129			1,937.8587
Worker	1.7810	2.9768	24.5738	0.0804	7.2623	0.0520	7.3143	1.9263	0.0483	1.9746		5,043.8422	5,043.8422	0.2865			5,049.8579
Total	2.4790	6.7215	38.0078	0.1012	7.8876	0.1541	8.0417	2.1035	0.1422	2.2456		6,981.4291	6,981.4291	0.2994			6,987.7166

3.2 Building Construction - 2032

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	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.0315	2,310.0315	0.0956			2,312.0384
Total	1.0776	7.1613	14.9712	0.0248		0.1233	0.1233		0.1233	0.1233		2,310.0315	2,310.0315	0.0956			2,312.0384

3.2 Building Construction - 2032

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6976	3.7394	13.4099	0.0208	0.6257	0.1022	0.7279	0.1773	0.0941	0.2714		1,939.0407	1,939.0407	0.0130			1,939.3128
Worker	1.7597	2.9449	24.3363	0.0805	7.2623	0.0522	7.3145	1.9263	0.0484	1.9747		5,028.6099	5,028.6099	0.2845			5,034.5844
Total	2.4573	6.6843	37.7462	0.1013	7.8880	0.1544	8.0424	2.1036	0.1425	2.2461		6,967.6506	6,967.6506	0.2975			6,973.8972

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	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.0315	2,310.0315	0.0956			2,312.0384
Total	0.4508	9.5786	15.1859	0.0248		0.0763	0.0763		0.0763	0.0763	0.0000	2,310.0315	2,310.0315	0.0956			2,312.0384

3.2 Building Construction - 2032

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.6976	3.7394	13.4099	0.0208	0.6257	0.1022	0.7279	0.1773	0.0941	0.2714		1,939.0407	1,939.0407	0.0130			1,939.3128
Worker	1.7597	2.9449	24.3363	0.0805	7.2623	0.0522	7.3145	1.9263	0.0484	1.9747		5,028.6099	5,028.6099	0.2845			5,034.5844
Total	2.4573	6.6843	37.7462	0.1013	7.8880	0.1544	8.0424	2.1036	0.1425	2.2461		6,967.6506	6,967.6506	0.2975			6,973.8972

3.3 Architectural Coating - 2027

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154			281.7705
Total	120.4729	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154			281.7705

3.3 Architectural Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.7838	2.9750	24.3594	0.0753	6.9025	0.0468	6.9493	1.8309	0.0434	1.8743		4,817.2113	4,817.2113	0.2749			4,822.9847
Total	1.7838	2.9750	24.3594	0.0753	6.9025	0.0468	6.9493	1.8309	0.0434	1.8743		4,817.2113	4,817.2113	0.2749			4,822.9847

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154			281.7705
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154			281.7705

3.3 Architectural Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.7838	2.9750	24.3594	0.0753	6.9025	0.0468	6.9493	1.8309	0.0434	1.8743		4,817.2113	4,817.2113	0.2749			4,822.9847
Total	1.7838	2.9750	24.3594	0.0753	6.9025	0.0468	6.9493	1.8309	0.0434	1.8743		4,817.2113	4,817.2113	0.2749			4,822.9847

3.3 Architectural Coating - 2028

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154			281.7705
Total	120.4729	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154			281.7705

3.3 Architectural Coating - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.7548	2.9299	23.9643	0.0753	6.9025	0.0472	6.9497	1.8309	0.0438	1.8746		4,786.7448	4,786.7448	0.2719			4,792.4555
Total	1.7548	2.9299	23.9643	0.0753	6.9025	0.0472	6.9497	1.8309	0.0438	1.8746		4,786.7448	4,786.7448	0.2719			4,792.4555

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154			281.7705
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154			281.7705

3.3 Architectural Coating - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.7548	2.9299	23.9643	0.0753	6.9025	0.0472	6.9497	1.8309	0.0438	1.8746		4,786.7448	4,786.7448	0.2719			4,792.4555
Total	1.7548	2.9299	23.9643	0.0753	6.9025	0.0472	6.9497	1.8309	0.0438	1.8746		4,786.7448	4,786.7448	0.2719			4,792.4555

3.3 Architectural Coating - 2029

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154			281.7705
Total	120.4729	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154			281.7705

3.3 Architectural Coating - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.7263	2.8863	23.5807	0.0753	6.9025	0.0475	6.9500	1.8309	0.0440	1.8749		4,760.906 3	4,760.906 3	0.2690			4,766.555 3
Total	1.7263	2.8863	23.5807	0.0753	6.9025	0.0475	6.9500	1.8309	0.0440	1.8749		4,760.906 3	4,760.906 3	0.2690			4,766.555 3

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154			281.7705
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0154			281.7705

3.3 Architectural Coating - 2029

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.7263	2.8863	23.5807	0.0753	6.9025	0.0475	6.9500	1.8309	0.0440	1.8749		4,760.9063	4,760.9063	0.2690			4,766.5553
Total	1.7263	2.8863	23.5807	0.0753	6.9025	0.0475	6.9500	1.8309	0.0440	1.8749		4,760.9063	4,760.9063	0.2690			4,766.5553

3.3 Architectural Coating - 2030

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873
Total	120.4328	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.7015	2.8472	23.2676	0.0753	6.9025	0.0477	6.9502	1.8309	0.0443	1.8751		4,739.227 2	4,739.227 2	0.2664			4,744.821 1
Total	1.7015	2.8472	23.2676	0.0753	6.9025	0.0477	6.9502	1.8309	0.0443	1.8751		4,739.227 2	4,739.227 2	0.2664			4,744.821 1

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.7015	2.8472	23.2676	0.0753	6.9025	0.0477	6.9502	1.8309	0.0443	1.8751		4,739.227 2	4,739.227 2	0.2664			4,744.821 1
Total	1.7015	2.8472	23.2676	0.0753	6.9025	0.0477	6.9502	1.8309	0.0443	1.8751		4,739.227 2	4,739.227 2	0.2664			4,744.821 1

3.3 Architectural Coating - 2031

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873
Total	120.4328	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2031

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.6928	2.8293	23.3565	0.0765	6.9025	0.0495	6.9520	1.8309	0.0459	1.8767		4,793.974 4	4,793.974 4	0.2723			4,799.692 2
Total	1.6928	2.8293	23.3565	0.0765	6.9025	0.0495	6.9520	1.8309	0.0459	1.8767		4,793.974 4	4,793.974 4	0.2723			4,799.692 2

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2031

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.6928	2.8293	23.3565	0.0765	6.9025	0.0495	6.9520	1.8309	0.0459	1.8767		4,793.974 4	4,793.974 4	0.2723			4,799.692 2
Total	1.6928	2.8293	23.3565	0.0765	6.9025	0.0495	6.9520	1.8309	0.0459	1.8767		4,793.974 4	4,793.974 4	0.2723			4,799.692 2

3.3 Architectural Coating - 2032

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873
Total	120.4328	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2032

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.6726	2.7990	23.1307	0.0765	6.9025	0.0496	6.9521	1.8309	0.0460	1.8769		4,779.4967	4,779.4967	0.2704			4,785.1753
Total	1.6726	2.7990	23.1307	0.0765	6.9025	0.0496	6.9521	1.8309	0.0460	1.8769		4,779.4967	4,779.4967	0.2704			4,785.1753

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2032

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.6726	2.7990	23.1307	0.0765	6.9025	0.0496	6.9521	1.8309	0.0460	1.8769		4,779.4967	4,779.4967	0.2704			4,785.1753
Total	1.6726	2.7990	23.1307	0.0765	6.9025	0.0496	6.9521	1.8309	0.0460	1.8769		4,779.4967	4,779.4967	0.2704			4,785.1753

3.3 Architectural Coating - 2033

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873
Total	120.4328	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2033

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.6494	2.7625	22.8795	0.0765	6.9025	0.0497	6.9522	1.8309	0.0461	1.8769		4,767.5580	4,767.5580	0.2683			4,773.1915
Total	1.6494	2.7625	22.8795	0.0765	6.9025	0.0497	6.9522	1.8309	0.0461	1.8769		4,767.5580	4,767.5580	0.2683			4,773.1915

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2033

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.6494	2.7625	22.8795	0.0765	6.9025	0.0497	6.9522	1.8309	0.0461	1.8769		4,767.5580	4,767.5580	0.2683			4,773.1915
Total	1.6494	2.7625	22.8795	0.0765	6.9025	0.0497	6.9522	1.8309	0.0461	1.8769		4,767.5580	4,767.5580	0.2683			4,773.1915

3.3 Architectural Coating - 2034

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873
Total	120.4328	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2034

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.6283	2.7337	22.6388	0.0765	6.9025	0.0497	6.9522	1.8309	0.0461	1.8770		4,757.7420	4,757.7420	0.2662			4,763.3328
Total	1.6283	2.7337	22.6388	0.0765	6.9025	0.0497	6.9522	1.8309	0.0461	1.8770		4,757.7420	4,757.7420	0.2662			4,763.3328

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0114			281.6873

3.3 Architectural Coating - 2034

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.6283	2.7337	22.6388	0.0765	6.9025	0.0497	6.9522	1.8309	0.0461	1.8770		4,757.7420	4,757.7420	0.2662			4,763.3328
Total	1.6283	2.7337	22.6388	0.0765	6.9025	0.0497	6.9522	1.8309	0.0461	1.8770		4,757.7420	4,757.7420	0.2662			4,763.3328

3.3 Architectural Coating - 2035

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.1179	0.7577	1.7943	2.9700e-003		9.9000e-003	9.9000e-003		9.9000e-003	9.9000e-003		281.4481	281.4481	0.0104			281.6665
Total	120.4199	0.7577	1.7943	2.9700e-003		9.9000e-003	9.9000e-003		9.9000e-003	9.9000e-003		281.4481	281.4481	0.0104			281.6665

3.3 Architectural Coating - 2035

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	1.6097	2.7103	22.4327	0.0765	6.9025	0.0497	6.9523	1.8309	0.0462	1.8770		4,749.802 2	4,749.802 2	0.2645			4,755.355 6
Total	1.6097	2.7103	22.4327	0.0765	6.9025	0.0497	6.9523	1.8309	0.0462	1.8770		4,749.802 2	4,749.802 2	0.2645			4,755.355 6

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	120.3020					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.0545	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0104			281.6665
Total	120.3565	1.0598	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0104			281.6665

3.3 Architectural Coating - 2035

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.6097	2.7103	22.4327	0.0765	6.9025	0.0497	6.9523	1.8309	0.0462	1.8770		4,749.802 2	4,749.802 2	0.2645		4,755.355 6
Total	1.6097	2.7103	22.4327	0.0765	6.9025	0.0497	6.9523	1.8309	0.0462	1.8770		4,749.802 2	4,749.802 2	0.2645		4,755.355 6

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Implement NEV Network
- Limit Parking Supply
- Expand Transit Network
- Increase Transit Frequency
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive 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	152.3371	211.5471	1,586.9421	1.7637	108.1196	3.6707	111.7903	28.8453	3.3876	32.2329		126,722.6127	126,722.6127	5.3821		126,835.6376
Unmitigated	168.5049	316.2844	1,958.0151	3.5665	236.3399	6.8652	243.2051	63.0532	6.3316	69.3849		257,076.8930	257,076.8930	9.7719		257,282.1026

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	9.54	9.54	9.54	18,189	8,206
Condo/Townhouse High Rise	5,607.90	6,126.48	5197.86	12,579,115	5,979,322
Enclosed Parking Structure	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	63,807.74	73,725.71	37223.80	81,354,957	37,014,013
Total	69,425.18	79,861.73	42,431.20	93,952,261	43,001,542

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	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
Condo/Townhouse High Rise	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Regional Shopping Center	12.50	4.20	5.40	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.465210	0.067391	0.177305	0.167396	0.031659	0.004952	0.009103	0.067971	0.001188	0.001302	0.002807	0.000452	0.003265

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.8269	7.1683	3.7551	0.0451		0.5713	0.5713		0.5713	0.5713		9,020.8287	9,020.8287	0.1729	0.1654	9,075.7279
NaturalGas Unmitigated	0.9494	8.2301	4.3128	0.0518		0.6559	0.6559		0.6559	0.6559		10,356.7514	10,356.7514	0.1985	0.1899	10,419.7809

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					
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
Condo/Townhouse High Rise	68082.9	0.7342	6.2743	2.6699	0.0401		0.5073	0.5073		0.5073	0.5073		8,009.7564	8,009.7564	0.1535	0.1469	8,058.5024
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Regional Shopping Center	19949.5	0.2151	1.9558	1.6429	0.0117		0.1486	0.1486		0.1486	0.1486		2,346.9950	2,346.9950	0.0450	0.0430	2,361.2784
Total		0.9494	8.2301	4.3128	0.0518		0.6559	0.6559		0.6559	0.6559		10,356.7514	10,356.7514	0.1985	0.1899	10,419.7809

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					
Condo/Townhouse High Rise	59.3331	0.6399	5.4680	2.3268	0.0349		0.4421	0.4421		0.4421	0.4421		6,980.3593	6,980.3593	0.1338	0.1280	7,022.8406
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Regional Shopping Center	17.344	0.1870	1.7004	1.4283	0.0102		0.1292	0.1292		0.1292	0.1292		2,040.4694	2,040.4694	0.0391	0.0374	2,052.8873
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
Total		0.8269	7.1683	3.7551	0.0451		0.5713	0.5713		0.5713	0.5713		9,020.8287	9,020.8287	0.1729	0.1654	9,075.7279

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use only Natural Gas Hearths
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	224.9678	1.0390	88.6177	4.4300e-003		1.0255	1.0255		1.0198	1.0198	0.0000	8,668.0312	8,668.0312	0.2996	0.1561	8,722.7050
Unmitigated	298.5337	1.1577	100.7294	5.3700e-003		1.0964	1.0964		1.0907	1.0907	0.0000	8,695.4152	8,695.4152	0.3423	0.1561	8,750.9845

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	70.0559					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	224.5921					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7804	4.0000e-005	0.0426	0.0000		0.5392	0.5392		0.5335	0.5335	0.0000	8,512.9412	8,512.9412	0.1632	0.1561	8,564.7495
Landscaping	3.1053	1.1577	100.6868	5.3700e-003		0.5572	0.5572		0.5572	0.5572		182.4740	182.4740	0.1791		186.2350
Total	298.5337	1.1577	100.7294	5.3700e-003		1.0964	1.0964		1.0907	1.0907	0.0000	8,695.4152	8,695.4152	0.3423	0.1561	8,750.9845

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	14.0112					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	207.8002					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.7804	4.0000e-005	0.0426	0.0000		0.5392	0.5392		0.5335	0.5335	0.0000	8,512.9412	8,512.9412	0.1632	0.1561	8,564.7495
Landscaping	2.3761	1.0390	88.5752	4.4300e-003		0.4863	0.4863		0.4863	0.4863		155.0900	155.0900	0.1365		157.9555
Total	224.9678	1.0390	88.6177	4.4300e-003		1.0255	1.0255		1.0198	1.0198	0.0000	8,668.0312	8,668.0312	0.2996	0.1561	8,722.7050

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Reclaimed Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

Planning Area 1-8
Salton Sea Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	12,000.00	Space	108.00	4,800,000.00	0
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
Parking Lot	425.00	Space	3.82	170,000.00	0
City Park	7.00	Acre	7.00	304,920.00	0
City Park	6.00	Acre	6.00	261,360.00	0
User Defined Recreational	78.00	User Defined Unit	78.00	0.00	0
User Defined Recreational	0.00	User Defined Unit	0.00	23,000.00	0
Condo/Townhouse	1,206.00	Dwelling Unit	18.84	1,206,000.00	2028
Single Family Housing	1,200.00	Dwelling Unit	234.00	2,160,000.00	2340
Regional Shopping Center	3,138.60	1000sqft	72.05	3,138,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.4	Precipitation Freq (Days)	20
Climate Zone	10			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Private Park 7 acres

25 acres of road

Includes all land uses from Planning Area 1-8

Construction Phase - Construction Assumptions. Assuming Planning Area 1-8 is built at the same time

Off-road Equipment - AAC + 2x(PA1-7)

Off-road Equipment - AAC + 2x(PA1-7)

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Construction assumptions

Off-road Equipment - Received from Applicant.

Trips and VMT - SCAQMDs analysis of Construction Worker and Vendor Trip Rates. PA1-7 trip rate doubled to reflect accelerated construction schedule.

Utilities trip rate set to 20 as stated in DEIS.

On-road Fugitive Dust - 100% paved access roads (via CalEEMod Default Data table).

Grading - All site will be graded (~577 acres).

Architectural Coating -

Vehicle Trips - Private City Park/Open Space

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 100% paved access roads.

Woodstoves - No woodmass

Area Coating -

Energy Use -

Water And Wastewater - Calculated Rates

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Rule 1113: January 1, 2015, required Tier 3 equipment. Applicant agreed to adhere to interim Tier 4 standards.

Mobile Land Use Mitigation - 0.04 low penetration NEV network

Mobile Commute Mitigation - Based on information provided by Applicant.
 Area Mitigation - SCAQMD Rule 1113 Effective Jan 1, 2014.

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Operational Off-Road Equipment - no default

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	5
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	80
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	18.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	660.00	1,385.00
tblConstructionPhase	NumDays	9,300.00	1,044.00
tblConstructionPhase	NumDays	930.00	180.00
tblConstructionPhase	NumDays	660.00	120.00
tblConstructionPhase	NumDays	360.00	20.00
tblConstructionPhase	PhaseEndDate	3/13/2026	7/22/2022
tblConstructionPhase	PhaseEndDate	1/6/2023	5/7/2021
tblConstructionPhase	PhaseEndDate	1/20/2017	11/21/2016
tblConstructionPhase	PhaseStartDate	11/21/2020	4/1/2017
tblConstructionPhase	PhaseStartDate	7/23/2022	11/23/2020
tblConstructionPhase	PhaseStartDate	8/6/2016	6/7/2016
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	NumberGas	1,206.00	402.00
tblFireplaces	NumberGas	1,020.00	400.00
tblFireplaces	NumberNoFireplace	60.00	0.00

tblFireplaces	NumberWood	120.00	0.00
tblGrading	AcresOfGrading	450.00	577.00
tblLandUse	LandUseSquareFeet	0.00	23,000.00
tblLandUse	LotAcreage	0.00	78.00
tblLandUse	LotAcreage	75.38	18.84
tblLandUse	LotAcreage	389.61	234.00
tblLandUse	Population	3,895.00	2,028.00
tblLandUse	Population	3,876.00	2,340.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	9.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	9.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
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	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	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
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblProjectCharacteristics	OperationalYear	2014	2022
tblRoadDust	RoadPercentPave	50	100
tblSequestration	NumberOfNewTrees	0.00	300.00
tblTripsAndVMT	VendorTripNumber	2,040.00	387.00
tblTripsAndVMT	WorkerTripNumber	28.00	20.00
tblTripsAndVMT	WorkerTripNumber	5,554.00	2,168.00
tblTripsAndVMT	WorkerTripNumber	1,111.00	1,740.00
tblVehicleTrips	ST_TR	7.16	5.08
tblVehicleTrips	ST_TR	49.97	23.49
tblVehicleTrips	ST_TR	10.08	6.14
tblVehicleTrips	SU_TR	6.07	4.31
tblVehicleTrips	SU_TR	25.24	11.86
tblVehicleTrips	SU_TR	8.77	5.35
tblVehicleTrips	WD_TR	6.59	4.65
tblVehicleTrips	WD_TR	42.94	20.33
tblVehicleTrips	WD_TR	9.57	3.73
tblWater	IndoorWaterUseRate	78,575,754.90	158,468,400.00
tblWater	IndoorWaterUseRate	232,484,015.93	171,079,397.30
tblWater	IndoorWaterUseRate	78,184,830.75	157,680,000.00
tblWater	OutdoorWaterUseRate	15,489,257.55	36,886,345.00
tblWater	OutdoorWaterUseRate	49,536,888.96	158,468,400.00
tblWater	OutdoorWaterUseRate	142,490,203.31	171,079,397.60
tblWater	OutdoorWaterUseRate	49,290,436.77	157,680,000.00

tblWoodstoves	NumberCatalytic	60.30	0.00
tblWoodstoves	NumberCatalytic	60.00	0.00
tblWoodstoves	NumberNoncatalytic	60.30	0.00
tblWoodstoves	NumberNoncatalytic	60.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.1359	1.5202	1.0632	1.1700e-003	1.0321	0.0765	1.1086	0.4312	0.0704	0.5016	0.0000	110.9949	110.9949	0.0324	0.0000	111.6756
2016	1.1620	10.3250	9.0737	0.0133	1.1576	0.5370	1.6946	0.4137	0.4994	0.9130	0.0000	1,166.3929	1,166.3929	0.2518	0.0000	1,171.6810
2017	28.2431	14.7195	36.8059	0.0616	3.9744	0.7676	4.7420	1.0596	0.7249	1.7846	0.0000	4,685.2779	4,685.2779	0.3867	0.0000	4,693.3975
2018	36.5360	13.8002	37.1757	0.0675	4.4589	0.6797	5.1386	1.1882	0.6435	1.8317	0.0000	4,965.9834	4,965.9834	0.3954	0.0000	4,974.2869
2019	36.2336	12.5901	34.9839	0.0675	4.4588	0.5912	5.0500	1.1882	0.5597	1.7478	0.0000	4,820.2708	4,820.2708	0.3795	0.0000	4,828.2400
2020	35.9442	10.5738	30.8223	0.0631	4.1907	0.4794	4.6701	1.1165	0.4538	1.5703	0.0000	4,358.9503	4,358.9503	0.3464	0.0000	4,366.2256
2021	34.1728	2.3064	10.4310	0.0243	1.8829	0.0915	1.9743	0.4999	0.0882	0.5880	0.0000	1,571.0232	1,571.0232	0.1135	0.0000	1,573.4065
2022	18.9027	0.9046	5.1852	0.0129	1.0429	0.0304	1.0733	0.2769	0.0299	0.3068	0.0000	810.0188	810.0188	0.0455	0.0000	810.9736
Total	191.3303	66.7398	165.5408	0.3114	22.1982	3.2533	25.4515	6.1742	3.0697	9.2439	0.0000	22,488.9120	22,488.9120	1.9512	0.0000	22,529.8868

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	73.9159	0.2076	18.0321	9.5000e-004		0.1434	0.1434		0.1430	0.1430	0.0000	661.1577	661.1577	0.0410	0.0116	665.6088
Energy	0.3918	3.3691	1.5816	0.0214		0.2707	0.2707		0.2707	0.2707	0.0000	31,302.2854	31,302.2854	1.3350	0.3319	31,433.2095
Mobile	34.6063	68.1262	351.8649	0.6303	40.3319	1.2461	41.5779	10.7761	1.1485	11.9245	0.0000	43,472.3459	43,472.3459	1.6771	0.0000	43,507.5647
Waste						0.0000	0.0000		0.0000	0.0000	976.5510	0.0000	976.5510	57.7125	0.0000	2,188.5136
Water						0.0000	0.0000		0.0000	0.0000	154.5749	3,481.8215	3,636.3964	16.0364	0.4080	4,099.6365
Total	108.9139	71.7029	371.4786	0.6527	40.3319	1.6602	41.9920	10.7761	1.5621	12.3381	1,131.1259	78,917.6104	80,048.7363	76.8019	0.7515	81,894.5331

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	55.4863	0.1860	15.8767	7.9000e-004		0.1308	0.1308		0.1303	0.1303	0.0000	656.7565	656.7565	0.0341	0.0116	661.0636
Energy	0.3424	2.9446	1.3817	0.0187		0.2366	0.2366		0.2366	0.2366	0.0000	21,341.3684	21,341.3684	0.8902	0.2329	21,432.2494
Mobile	30.8937	42.3960	260.1123	0.2883	16.9002	0.5976	17.4978	4.5155	0.5511	5.0666	0.0000	19,841.6061	19,841.6061	0.8835	0.0000	19,860.1593
Waste						0.0000	0.0000		0.0000	0.0000	244.1377	0.0000	244.1377	14.4281	0.0000	547.1284
Water						0.0000	0.0000		0.0000	0.0000	123.6599	2,735.0470	2,858.7069	12.8268	0.3259	3,229.1016
Total	86.7224	45.5266	277.3706	0.3077	16.9002	0.9649	17.8652	4.5155	0.9180	5.4335	367.7977	44,574.7780	44,942.5756	29.0627	0.5704	45,729.7023

	ROG	NOx	CO	SO2	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	20.38	36.51	25.33	52.85	58.10	41.88	57.46	58.10	41.23	55.96	67.48	43.52	43.86	62.16	24.10	44.16

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	212.4000
Total	212.4000

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	11/1/2015	11/27/2015	5	20	
2	Grading	Grading	11/28/2015	8/5/2016	5	180	
3	Utilities	Trenching	6/7/2016	11/21/2016	5	120	
4	Building Construction	Building Construction	11/22/2016	11/20/2020	5	1044	
5	Architectural Coating	Architectural Coating	4/1/2017	7/22/2022	5	1385	
6	Paving	Paving	11/23/2020	5/7/2021	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 577

Acres of Paving: 0

**Residential Indoor: 6,816,150; Residential Outdoor: 2,272,050; Non-Residential Indoor: 16,066,470; Non-Residential Outdoor: 5,355,490
(Architectural Coating – sqft)**

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Utilities	Air Compressors	1	8.00	78	0.48
Utilities	Forklifts	1	8.00	89	0.20
Utilities	Generator Sets	1	8.00	84	0.74
Utilities	Off-Highway Trucks	2	8.00	400	0.38
Utilities	Signal Boards	1	8.00	6	0.82
Utilities	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Utilities	Trenchers	1	8.00	80	0.50
Utilities	Welders	1	8.00	46	0.45
Building Construction	Forklifts	9	8.00	89	0.20
Building Construction	Generator Sets	3	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	9	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	3	8.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

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	8	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	11	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	24	2,168.00	387.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	3	1,740.00	0.00	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

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2015

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					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0526	0.5689	0.4263	3.9000e-004		0.0309	0.0309		0.0284	0.0284	0.0000	37.3011	37.3011	0.0111	0.0000	37.5350
Total	0.0526	0.5689	0.4263	3.9000e-004	0.1807	0.0309	0.2115	0.0993	0.0284	0.1277	0.0000	37.3011	37.3011	0.0111	0.0000	37.5350

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	8.5000e-004	1.1900e-003	0.0115	2.0000e-005	1.4900e-003	1.0000e-005	1.5000e-003	4.0000e-004	1.0000e-005	4.0000e-004	0.0000	1.3213	1.3213	9.0000e-005	0.0000	1.3231
Total	8.5000e-004	1.1900e-003	0.0115	2.0000e-005	1.4900e-003	1.0000e-005	1.5000e-003	4.0000e-004	1.0000e-005	4.0000e-004	0.0000	1.3213	1.3213	9.0000e-005	0.0000	1.3231

3.2 Site Preparation - 2015

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					0.0669	0.0000	0.0669	0.0368	0.0000	0.0368	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-003	0.1238	0.2340	3.9000e-004		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	37.3011	37.3011	0.0111	0.0000	37.5349
Total	7.1000e-003	0.1238	0.2340	3.9000e-004	0.0669	6.3000e-004	0.0676	0.0368	6.3000e-004	0.0374	0.0000	37.3011	37.3011	0.0111	0.0000	37.5349

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	8.5000e-004	1.1900e-003	0.0115	2.0000e-005	4.6000e-004	1.0000e-005	4.7000e-004	1.4000e-004	1.0000e-005	1.5000e-004	0.0000	1.3213	1.3213	9.0000e-005	0.0000	1.3231
Total	8.5000e-004	1.1900e-003	0.0115	2.0000e-005	4.6000e-004	1.0000e-005	4.7000e-004	1.4000e-004	1.0000e-005	1.5000e-004	0.0000	1.3213	1.3213	9.0000e-005	0.0000	1.3231

3.3 Grading - 2015

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					0.8479	0.0000	0.8479	0.3310	0.0000	0.3310	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0813	0.9486	0.6101	7.4000e-004		0.0456	0.0456		0.0420	0.0420	0.0000	70.6107	70.6107	0.0211	0.0000	71.0533
Total	0.0813	0.9486	0.6101	7.4000e-004	0.8479	0.0456	0.8936	0.3310	0.0420	0.3729	0.0000	70.6107	70.6107	0.0211	0.0000	71.0533

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	1.1400e-003	1.5900e-003	0.0153	2.0000e-005	1.9800e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.7618	1.7618	1.1000e-004	0.0000	1.7642
Total	1.1400e-003	1.5900e-003	0.0153	2.0000e-005	1.9800e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.7618	1.7618	1.1000e-004	0.0000	1.7642

3.3 Grading - 2015

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					0.3142	0.0000	0.3142	0.1226	0.0000	0.1226	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0117	0.2435	0.4553	7.4000e-004		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003	0.0000	70.6106	70.6106	0.0211	0.0000	71.0533
Total	0.0117	0.2435	0.4553	7.4000e-004	0.3142	1.2100e-003	0.3154	0.1226	1.2100e-003	0.1238	0.0000	70.6106	70.6106	0.0211	0.0000	71.0533

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	1.1400e-003	1.5900e-003	0.0153	2.0000e-005	6.1000e-004	1.0000e-005	6.2000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	1.7618	1.7618	1.1000e-004	0.0000	1.7642
Total	1.1400e-003	1.5900e-003	0.0153	2.0000e-005	6.1000e-004	1.0000e-005	6.2000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	1.7618	1.7618	1.1000e-004	0.0000	1.7642

3.3 Grading - 2016

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					0.8479	0.0000	0.8479	0.3310	0.0000	0.3310	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5054	5.8355	3.8327	4.8100e-003		0.2796	0.2796		0.2572	0.2572	0.0000	453.9267	453.9267	0.1369	0.0000	456.8020
Total	0.5054	5.8355	3.8327	4.8100e-003	0.8479	0.2796	1.1275	0.3310	0.2572	0.5882	0.0000	453.9267	453.9267	0.1369	0.0000	456.8020

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	6.6300e-003	9.3400e-003	0.0893	1.5000e-004	0.0129	9.0000e-005	0.0130	3.4200e-003	8.0000e-005	3.5000e-003	0.0000	11.0109	11.0109	6.8000e-004	0.0000	11.0252
Total	6.6300e-003	9.3400e-003	0.0893	1.5000e-004	0.0129	9.0000e-005	0.0130	3.4200e-003	8.0000e-005	3.5000e-003	0.0000	11.0109	11.0109	6.8000e-004	0.0000	11.0252

3.3 Grading - 2016

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					0.3142	0.0000	0.3142	0.1226	0.0000	0.1226	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0763	1.5825	2.9596	4.8100e-003		7.8700e-003	7.8700e-003		7.8700e-003	7.8700e-003	0.0000	453.9261	453.9261	0.1369	0.0000	456.8015
Total	0.0763	1.5825	2.9596	4.8100e-003	0.3142	7.8700e-003	0.3220	0.1226	7.8700e-003	0.1305	0.0000	453.9261	453.9261	0.1369	0.0000	456.8015

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	6.6300e-003	9.3400e-003	0.0893	1.5000e-004	3.9500e-003	9.0000e-005	4.0300e-003	1.2300e-003	8.0000e-005	1.3100e-003	0.0000	11.0109	11.0109	6.8000e-004	0.0000	11.0252
Total	6.6300e-003	9.3400e-003	0.0893	1.5000e-004	3.9500e-003	9.0000e-005	4.0300e-003	1.2300e-003	8.0000e-005	1.3100e-003	0.0000	11.0109	11.0109	6.8000e-004	0.0000	11.0252

3.4 Utilities - 2016

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	0.3263	2.9071	1.8005	3.2700e-003		0.1724	0.1724		0.1622	0.1622	0.0000	298.1876	298.1876	0.0779	0.0000	299.8228
Total	0.3263	2.9071	1.8005	3.2700e-003		0.1724	0.1724		0.1622	0.1622	0.0000	298.1876	298.1876	0.0779	0.0000	299.8228

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	5.1000e-003	7.1800e-003	0.0687	1.1000e-004	9.9200e-003	7.0000e-005	9.9900e-003	2.6300e-003	6.0000e-005	2.6900e-003	0.0000	8.4699	8.4699	5.3000e-004	0.0000	8.4809
Total	5.1000e-003	7.1800e-003	0.0687	1.1000e-004	9.9200e-003	7.0000e-005	9.9900e-003	2.6300e-003	6.0000e-005	2.6900e-003	0.0000	8.4699	8.4699	5.3000e-004	0.0000	8.4809

3.4 Utilities - 2016

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	0.0914	1.3381	1.9943	3.2700e-003		0.0310	0.0310		0.0292	0.0292	0.0000	298.1872	298.1872	0.0779	0.0000	299.8225
Total	0.0914	1.3381	1.9943	3.2700e-003		0.0310	0.0310		0.0292	0.0292	0.0000	298.1872	298.1872	0.0779	0.0000	299.8225

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	5.1000e-003	7.1800e-003	0.0687	1.1000e-004	3.0400e-003	7.0000e-005	3.1000e-003	9.4000e-004	6.0000e-005	1.0000e-003	0.0000	8.4699	8.4699	5.3000e-004	0.0000	8.4809
Total	5.1000e-003	7.1800e-003	0.0687	1.1000e-004	3.0400e-003	7.0000e-005	3.1000e-003	9.4000e-004	6.0000e-005	1.0000e-003	0.0000	8.4699	8.4699	5.3000e-004	0.0000	8.4809

3.5 Building Construction - 2016**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	0.1263	0.9684	0.7308	1.0000e-003		0.0749	0.0749		0.0706	0.0706	0.0000	89.8842	89.8842	0.0215	0.0000	90.3350
Total	0.1263	0.9684	0.7308	1.0000e-003		0.0749	0.0749		0.0706	0.0706	0.0000	89.8842	89.8842	0.0215	0.0000	90.3350

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	0.0586	0.4094	0.7527	9.2000e-004	0.0270	8.2700e-003	0.0353	7.6600e-003	7.6000e-003	0.0153	0.0000	83.0310	83.0310	5.7000e-004	0.0000	83.0429
Worker	0.1336	0.1881	1.7992	3.0100e-003	0.2599	1.7200e-003	0.2616	0.0690	1.5800e-003	0.0706	0.0000	221.8827	221.8827	0.0138	0.0000	222.1722
Total	0.1922	0.5976	2.5518	3.9300e-003	0.2869	9.9900e-003	0.2969	0.0767	9.1800e-003	0.0858	0.0000	304.9137	304.9137	0.0144	0.0000	305.2151

3.5 Building Construction - 2016

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	0.0207	0.4388	0.6988	1.0000e-003		3.4000e-003	3.4000e-003		3.4000e-003	3.4000e-003	0.0000	89.8841	89.8841	0.0215	0.0000	90.3349
Total	0.0207	0.4388	0.6988	1.0000e-003		3.4000e-003	3.4000e-003		3.4000e-003	3.4000e-003	0.0000	89.8841	89.8841	0.0215	0.0000	90.3349

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	0.0586	0.4094	0.7527	9.2000e-004	0.0112	8.2700e-003	0.0194	3.7800e-003	7.6000e-003	0.0114	0.0000	83.0310	83.0310	5.7000e-004	0.0000	83.0429
Worker	0.1336	0.1881	1.7992	3.0100e-003	0.0795	1.7200e-003	0.0812	0.0247	1.5800e-003	0.0263	0.0000	221.8827	221.8827	0.0138	0.0000	222.1722
Total	0.1922	0.5976	2.5518	3.9300e-003	0.0907	9.9900e-003	0.1007	0.0285	9.1800e-003	0.0377	0.0000	304.9137	304.9137	0.0144	0.0000	305.2151

3.5 Building Construction - 2017

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	1.0351	8.1181	6.4799	8.9900e-003		0.6111	0.6111		0.5756	0.5756	0.0000	797.4951	797.4951	0.1881	0.0000	801.4441
Total	1.0351	8.1181	6.4799	8.9900e-003		0.6111	0.6111		0.5756	0.5756	0.0000	797.4951	797.4951	0.1881	0.0000	801.4441

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	0.4650	3.2896	6.2461	8.2200e-003	0.2419	0.0649	0.3068	0.0687	0.0596	0.1283	0.0000	731.7698	731.7698	4.7800e-003	0.0000	731.8702
Worker	1.0771	1.5354	14.5770	0.0270	2.3300	0.0150	2.3450	0.6186	0.0138	0.6324	0.0000	1,907.9624	1,907.9624	0.1144	0.0000	1,910.3654
Total	1.5421	4.8250	20.8231	0.0352	2.5719	0.0798	2.6517	0.6873	0.0734	0.7607	0.0000	2,639.7322	2,639.7322	0.1192	0.0000	2,642.2356

3.5 Building Construction - 2017

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	0.1860	3.9338	6.2650	8.9900e-003		0.0305	0.0305		0.0305	0.0305	0.0000	797.4941	797.4941	0.1881	0.0000	801.4432
Total	0.1860	3.9338	6.2650	8.9900e-003		0.0305	0.0305		0.0305	0.0305	0.0000	797.4941	797.4941	0.1881	0.0000	801.4432

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	0.4650	3.2896	6.2461	8.2200e-003	0.1002	0.0649	0.1650	0.0339	0.0596	0.0936	0.0000	731.7698	731.7698	4.7800e-003	0.0000	731.8702
Worker	1.0771	1.5354	14.5770	0.0270	0.7129	0.0150	0.7279	0.2217	0.0138	0.2355	0.0000	1,907.9624	1,907.9624	0.1144	0.0000	1,910.3654
Total	1.5421	4.8250	20.8231	0.0352	0.8131	0.0798	0.8929	0.2556	0.0734	0.3290	0.0000	2,639.7322	2,639.7322	0.1192	0.0000	2,642.2356

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.8926	7.2067	6.3619	9.0200e-003		0.5134	0.5134		0.4841	0.4841	0.0000	792.0852	792.0852	0.1849	0.0000	795.9672
Total	0.8926	7.2067	6.3619	9.0200e-003		0.5134	0.5134		0.4841	0.4841	0.0000	792.0852	792.0852	0.1849	0.0000	795.9672

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	0.4165	3.0002	5.8536	8.2300e-003	0.2427	0.0610	0.3037	0.0689	0.0561	0.1250	0.0000	721.4038	721.4038	4.7100e-003	0.0000	721.5027
Worker	0.9761	1.4125	13.3100	0.0270	2.3390	0.0148	2.3538	0.6210	0.0137	0.6346	0.0000	1,841.3656	1,841.3656	0.1072	0.0000	1,843.6161
Total	1.3926	4.4127	19.1635	0.0353	2.5817	0.0758	2.6575	0.6899	0.0698	0.7597	0.0000	2,562.7694	2,562.7694	0.1119	0.0000	2,565.1188

3.5 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1867	3.9489	6.2891	9.0200e-003		0.0306	0.0306		0.0306	0.0306	0.0000	792.0842	792.0842	0.1849	0.0000	795.9662
Total	0.1867	3.9489	6.2891	9.0200e-003		0.0306	0.0306		0.0306	0.0306	0.0000	792.0842	792.0842	0.1849	0.0000	795.9662

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	0.4165	3.0002	5.8536	8.2300e-003	0.1005	0.0610	0.1615	0.0340	0.0561	0.0901	0.0000	721.4038	721.4038	4.7100e-003	0.0000	721.5027
Worker	0.9761	1.4125	13.3100	0.0270	0.7157	0.0148	0.7305	0.2225	0.0137	0.2362	0.0000	1,841.3656	1,841.3656	0.1072	0.0000	1,843.6161
Total	1.3926	4.4127	19.1635	0.0353	0.8161	0.0758	0.8919	0.2565	0.0698	0.3263	0.0000	2,562.7694	2,562.7694	0.1119	0.0000	2,565.1188

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.7859	6.5377	6.2722	9.0200e-003		0.4407	0.4407		0.4156	0.4156	0.0000	783.8796	783.8796	0.1810	0.0000	787.6810
Total	0.7859	6.5377	6.2722	9.0200e-003		0.4407	0.4407		0.4156	0.4156	0.0000	783.8796	783.8796	0.1810	0.0000	787.6810

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	0.3817	2.7425	5.5503	8.2100e-003	0.2426	0.0567	0.2992	0.0689	0.0521	0.1210	0.0000	708.5146	708.5146	4.6200e-003	0.0000	708.6116
Worker	0.8961	1.3047	12.3158	0.0270	2.3390	0.0148	2.3538	0.6210	0.0137	0.6347	0.0000	1,772.2328	1,772.2328	0.1013	0.0000	1,774.3599
Total	1.2778	4.0472	17.8661	0.0352	2.5816	0.0715	2.6530	0.6898	0.0658	0.7556	0.0000	2,480.7474	2,480.7474	0.1059	0.0000	2,482.9716

3.5 Building Construction - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1867	3.9489	6.2891	9.0200e-003		0.0306	0.0306		0.0306	0.0306	0.0000	783.8786	783.8786	0.1810	0.0000	787.6801
Total	0.1867	3.9489	6.2891	9.0200e-003		0.0306	0.0306		0.0306	0.0306	0.0000	783.8786	783.8786	0.1810	0.0000	787.6801

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	0.3817	2.7425	5.5503	8.2100e-003	0.1003	0.0567	0.1570	0.0340	0.0521	0.0861	0.0000	708.5146	708.5146	4.6200e-003	0.0000	708.6116
Worker	0.8961	1.3047	12.3158	0.0270	0.7157	0.0148	0.7305	0.2225	0.0137	0.2362	0.0000	1,772.2328	1,772.2328	0.1013	0.0000	1,774.3599
Total	1.2778	4.0472	17.8661	0.0352	0.8160	0.0715	0.8875	0.2565	0.0658	0.3223	0.0000	2,480.7474	2,480.7474	0.1059	0.0000	2,482.9716

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.6297	5.3326	5.5404	8.0500e-003		0.3399	0.3399		0.3206	0.3206	0.0000	690.2135	690.2135	0.1589	0.0000	693.5507
Total	0.6297	5.3326	5.5404	8.0500e-003		0.3399	0.3399		0.3206	0.3206	0.0000	690.2135	690.2135	0.1589	0.0000	693.5507

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	0.2920	2.0822	4.5483	7.3000e-003	0.2165	0.0455	0.2619	0.0614	0.0418	0.1033	0.0000	617.4884	617.4884	3.9700e-003	0.0000	617.5718
Worker	0.7461	1.0911	10.2798	0.0241	2.0880	0.0133	2.1013	0.5543	0.0123	0.5666	0.0000	1,517.8792	1,517.8792	0.0862	0.0000	1,519.6888
Total	1.0381	3.1733	14.8280	0.0314	2.3045	0.0587	2.3632	0.6158	0.0541	0.6699	0.0000	2,135.3676	2,135.3676	0.0901	0.0000	2,137.2606

3.5 Building Construction - 2020

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	0.1667	3.5252	5.6144	8.0500e-003		0.0273	0.0273		0.0273	0.0273	0.0000	690.2127	690.2127	0.1589	0.0000	693.5498
Total	0.1667	3.5252	5.6144	8.0500e-003		0.0273	0.0273		0.0273	0.0273	0.0000	690.2127	690.2127	0.1589	0.0000	693.5498

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	0.2920	2.0822	4.5483	7.3000e-003	0.0895	0.0455	0.1349	0.0303	0.0418	0.0721	0.0000	617.4884	617.4884	3.9700e-003	0.0000	617.5718
Worker	0.7461	1.0911	10.2798	0.0241	0.6389	0.0133	0.6521	0.1986	0.0123	0.2109	0.0000	1,517.8792	1,517.8792	0.0862	0.0000	1,519.6888
Total	1.0381	3.1733	14.8280	0.0314	0.7284	0.0587	0.7871	0.2289	0.0541	0.2830	0.0000	2,135.3676	2,135.3676	0.0901	0.0000	2,137.2606

3.6 Architectural Coating - 2017

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	24.8880					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1296	0.8522	0.7286	1.1600e-003		0.0676	0.0676		0.0676	0.0676	0.0000	99.5769	99.5769	0.0105	0.0000	99.7977
Total	25.0176	0.8522	0.7286	1.1600e-003		0.0676	0.0676		0.0676	0.0676	0.0000	99.5769	99.5769	0.0105	0.0000	99.7977

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	0.6484	0.9242	8.7744	0.0162	1.4025	9.0200e-003	1.4115	0.3723	8.3100e-003	0.3807	0.0000	1,148.4737	1,148.4737	0.0689	0.0000	1,149.9201
Total	0.6484	0.9242	8.7744	0.0162	1.4025	9.0200e-003	1.4115	0.3723	8.3100e-003	0.3807	0.0000	1,148.4737	1,148.4737	0.0689	0.0000	1,149.9201

3.6 Architectural Coating - 2017

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	24.8880					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0213	0.4133	0.7146	1.1600e-003		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	99.5768	99.5768	0.0105	0.0000	99.7976
Total	24.9092	0.4133	0.7146	1.1600e-003		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	99.5768	99.5768	0.0105	0.0000	99.7976

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	0.6484	0.9242	8.7744	0.0162	0.4291	9.0200e-003	0.4381	0.1334	8.3100e-003	0.1417	0.0000	1,148.4737	1,148.4737	0.0689	0.0000	1,149.9201
Total	0.6484	0.9242	8.7744	0.0162	0.4291	9.0200e-003	0.4381	0.1334	8.3100e-003	0.1417	0.0000	1,148.4737	1,148.4737	0.0689	0.0000	1,149.9201

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	33.3116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1559	1.0470	0.9679	1.5500e-003		0.0786	0.0786		0.0786	0.0786	0.0000	133.2801	133.2801	0.0127	0.0000	133.5460
Total	33.4675	1.0470	0.9679	1.5500e-003		0.0786	0.0786		0.0786	0.0786	0.0000	133.2801	133.2801	0.0127	0.0000	133.5460

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	0.7834	1.1337	10.6824	0.0217	1.8772	0.0119	1.8891	0.4984	0.0110	0.5094	0.0000	1,477.8488	1,477.8488	0.0860	0.0000	1,479.6550
Total	0.7834	1.1337	10.6824	0.0217	1.8772	0.0119	1.8891	0.4984	0.0110	0.5094	0.0000	1,477.8488	1,477.8488	0.0860	0.0000	1,479.6550

3.6 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	33.3116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0284	0.5532	0.9565	1.5500e-003		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	133.2799	133.2799	0.0127	0.0000	133.5459
Total	33.3400	0.5532	0.9565	1.5500e-003		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	133.2799	133.2799	0.0127	0.0000	133.5459

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	0.7834	1.1337	10.6824	0.0217	0.5744	0.0119	0.5863	0.1786	0.0110	0.1896	0.0000	1,477.8488	1,477.8488	0.0860	0.0000	1,479.6550
Total	0.7834	1.1337	10.6824	0.0217	0.5744	0.0119	0.5863	0.1786	0.0110	0.1896	0.0000	1,477.8488	1,477.8488	0.0860	0.0000	1,479.6550

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	33.3116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1391	0.9581	0.9612	1.5500e-003		0.0672	0.0672		0.0672	0.0672	0.0000	133.2799	133.2799	0.0113	0.0000	133.5163
Total	33.4506	0.9581	0.9612	1.5500e-003		0.0672	0.0672		0.0672	0.0672	0.0000	133.2799	133.2799	0.0113	0.0000	133.5163

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	0.7192	1.0471	9.8845	0.0217	1.8772	0.0119	1.8891	0.4984	0.0110	0.5094	0.0000	1,422.3640	1,422.3640	0.0813	0.0000	1,424.0712
Total	0.7192	1.0471	9.8845	0.0217	1.8772	0.0119	1.8891	0.4984	0.0110	0.5094	0.0000	1,422.3640	1,422.3640	0.0813	0.0000	1,424.0712

3.6 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	33.3116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0284	0.5532	0.9565	1.5500e-003		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	133.2797	133.2797	0.0113	0.0000	133.5161
Total	33.3400	0.5532	0.9565	1.5500e-003		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	133.2797	133.2797	0.0113	0.0000	133.5161

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	0.7192	1.0471	9.8845	0.0217	0.5744	0.0119	0.5863	0.1786	0.0110	0.1896	0.0000	1,422.3640	1,422.3640	0.0813	0.0000	1,424.0712
Total	0.7192	1.0471	9.8845	0.0217	0.5744	0.0119	0.5863	0.1786	0.0110	0.1896	0.0000	1,422.3640	1,422.3640	0.0813	0.0000	1,424.0712

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	33.4392					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1269	0.8823	0.9597	1.5600e-003		0.0581	0.0581		0.0581	0.0581	0.0000	133.7905	133.7905	0.0104	0.0000	134.0080
Total	33.5661	0.8823	0.9597	1.5600e-003		0.0581	0.0581		0.0581	0.0581	0.0000	133.7905	133.7905	0.0104	0.0000	134.0080

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	0.6734	0.9847	9.2772	0.0218	1.8844	0.0120	1.8964	0.5003	0.0111	0.5114	0.0000	1,369.8486	1,369.8486	0.0778	0.0000	1,371.4817
Total	0.6734	0.9847	9.2772	0.0218	1.8844	0.0120	1.8964	0.5003	0.0111	0.5114	0.0000	1,369.8486	1,369.8486	0.0778	0.0000	1,371.4817

3.6 Architectural Coating - 2020

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	33.4392					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0286	0.5554	0.9602	1.5600e-003		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003	0.0000	133.7903	133.7903	0.0104	0.0000	134.0079
Total	33.4677	0.5554	0.9602	1.5600e-003		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003	0.0000	133.7903	133.7903	0.0104	0.0000	134.0079

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	0.6734	0.9847	9.2772	0.0218	0.5766	0.0120	0.5885	0.1793	0.0111	0.1904	0.0000	1,369.8486	1,369.8486	0.0778	0.0000	1,371.4817
Total	0.6734	0.9847	9.2772	0.0218	0.5766	0.0120	0.5885	0.1793	0.0111	0.1904	0.0000	1,369.8486	1,369.8486	0.0778	0.0000	1,371.4817

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	33.3116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1143	0.7970	0.9488	1.5500e-003		0.0491	0.0491		0.0491	0.0491	0.0000	133.2799	133.2799	9.1500e-003	0.0000	133.4719
Total	33.4258	0.7970	0.9488	1.5500e-003		0.0491	0.0491		0.0491	0.0491	0.0000	133.2799	133.2799	9.1500e-003	0.0000	133.4719

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	0.6356	0.9305	8.8028	0.0217	1.8772	0.0121	1.8893	0.4984	0.0112	0.5096	0.0000	1,344.5335	1,344.5335	0.0753	0.0000	1,346.1144
Total	0.6356	0.9305	8.8028	0.0217	1.8772	0.0121	1.8893	0.4984	0.0112	0.5096	0.0000	1,344.5335	1,344.5335	0.0753	0.0000	1,346.1144

3.6 Architectural Coating - 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					
Archit. Coating	33.3116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0284	0.5532	0.9565	1.5500e-003		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	133.2797	133.2797	9.1500e-003	0.0000	133.4718
Total	33.3400	0.5532	0.9565	1.5500e-003		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	133.2797	133.2797	9.1500e-003	0.0000	133.4718

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	0.6356	0.9305	8.8028	0.0217	0.5744	0.0121	0.5864	0.1786	0.0112	0.1898	0.0000	1,344.5335	1,344.5335	0.0753	0.0000	1,346.1144
Total	0.6356	0.9305	8.8028	0.0217	0.5744	0.0121	0.5864	0.1786	0.0112	0.1898	0.0000	1,344.5335	1,344.5335	0.0753	0.0000	1,346.1144

3.6 Architectural Coating - 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					
Archit. Coating	18.5064					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0593	0.4085	0.5259	8.6000e-004		0.0237	0.0237		0.0237	0.0237	0.0000	74.0444	74.0444	4.8200e-003	0.0000	74.1456
Total	18.5657	0.4085	0.5259	8.6000e-004		0.0237	0.0237		0.0237	0.0237	0.0000	74.0444	74.0444	4.8200e-003	0.0000	74.1456

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	0.3369	0.4962	4.6592	0.0121	1.0429	6.7300e-003	1.0496	0.2769	6.2400e-003	0.2831	0.0000	735.9744	735.9744	0.0407	0.0000	736.8281
Total	0.3369	0.4962	4.6592	0.0121	1.0429	6.7300e-003	1.0496	0.2769	6.2400e-003	0.2831	0.0000	735.9744	735.9744	0.0407	0.0000	736.8281

3.6 Architectural Coating - 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	tons/yr										MT/yr					
Archit. Coating	18.5064					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0158	0.3074	0.5314	8.6000e-004		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003	0.0000	74.0443	74.0443	4.8200e-003	0.0000	74.1455
Total	18.5222	0.3074	0.5314	8.6000e-004		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003	0.0000	74.0443	74.0443	4.8200e-003	0.0000	74.1455

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	0.3369	0.4962	4.6592	0.0121	0.3191	6.7300e-003	0.3258	0.0992	6.2400e-003	0.1055	0.0000	735.9744	735.9744	0.0407	0.0000	736.8281
Total	0.3369	0.4962	4.6592	0.0121	0.3191	6.7300e-003	0.3258	0.0992	6.2400e-003	0.1055	0.0000	735.9744	735.9744	0.0407	0.0000	736.8281

3.7 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0193	0.1999	0.2081	3.2000e-004		0.0107	0.0107		9.8600e-003	9.8600e-003	0.0000	28.4230	28.4230	9.1900e-003	0.0000	28.6160
Paving	0.0170					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0363	0.1999	0.2081	3.2000e-004		0.0107	0.0107		9.8600e-003	9.8600e-003	0.0000	28.4230	28.4230	9.1900e-003	0.0000	28.6160

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	6.4000e-004	9.4000e-004	8.8500e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.3071	1.3071	7.0000e-005	0.0000	1.3087
Total	6.4000e-004	9.4000e-004	8.8500e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.3071	1.3071	7.0000e-005	0.0000	1.3087

3.7 Paving - 2020

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	4.7600e-003	0.1425	0.2455	3.2000e-004		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	28.4230	28.4230	9.1900e-003	0.0000	28.6160
Paving	0.0170					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0218	0.1425	0.2455	3.2000e-004		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	28.4230	28.4230	9.1900e-003	0.0000	28.6160

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	6.4000e-004	9.4000e-004	8.8500e-003	2.0000e-005	5.5000e-004	1.0000e-005	5.6000e-004	1.7000e-004	1.0000e-005	1.8000e-004	0.0000	1.3071	1.3071	7.0000e-005	0.0000	1.3087
Total	6.4000e-004	9.4000e-004	8.8500e-003	2.0000e-005	5.5000e-004	1.0000e-005	5.6000e-004	1.7000e-004	1.0000e-005	1.8000e-004	0.0000	1.3071	1.3071	7.0000e-005	0.0000	1.3087

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0560	0.5761	0.6531	1.0200e-003		0.0303	0.0303		0.0278	0.0278	0.0000	89.1686	89.1686	0.0288	0.0000	89.7742
Paving	0.0535					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.1095	0.5761	0.6531	1.0200e-003		0.0303	0.0303		0.0278	0.0278	0.0000	89.1686	89.1686	0.0288	0.0000	89.7742

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	1.9100e-003	2.8000e-003	0.0265	7.0000e-005	5.6400e-003	4.0000e-005	5.6800e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.0412	4.0412	2.3000e-004	0.0000	4.0460
Total	1.9100e-003	2.8000e-003	0.0265	7.0000e-005	5.6400e-003	4.0000e-005	5.6800e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.0412	4.0412	2.3000e-004	0.0000	4.0460

3.7 Paving - 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	0.0149	0.4471	0.7702	1.0200e-003		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	89.1685	89.1685	0.0288	0.0000	89.7741
Paving	0.0535					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0684	0.4471	0.7702	1.0200e-003		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	89.1685	89.1685	0.0288	0.0000	89.7741

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	1.9100e-003	2.8000e-003	0.0265	7.0000e-005	1.7300e-003	4.0000e-005	1.7600e-003	5.4000e-004	3.0000e-005	5.7000e-004	0.0000	4.0412	4.0412	2.3000e-004	0.0000	4.0460
Total	1.9100e-003	2.8000e-003	0.0265	7.0000e-005	1.7300e-003	4.0000e-005	1.7600e-003	5.4000e-004	3.0000e-005	5.7000e-004	0.0000	4.0412	4.0412	2.3000e-004	0.0000	4.0460

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Implement NEV Network
- Limit Parking Supply
- Expand Transit Network
- Increase Transit Frequency
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive 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	30.8937	42.3960	260.1123	0.2883	16.9002	0.5976	17.4978	4.5155	0.5511	5.0666	0.0000	19,841.6061	19,841.6061	0.8835	0.0000	19,860.1593
Unmitigated	34.6063	68.1262	351.8649	0.6303	40.3319	1.2461	41.5779	10.7761	1.1485	11.9245	0.0000	43,472.3459	43,472.3459	1.6771	0.0000	43,507.5647

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	11.13	11.13	11.13	21,220	8,728
City Park	9.54	9.54	9.54	18,189	7,481
Condo/Townhouse	5,607.90	6,126.48	5197.86	12,579,115	5,451,195
Enclosed Parking Structure	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	63,807.74	73,725.71	37223.80	81,354,957	33,744,726
Single Family Housing	4,476.00	7,368.00	6420.00	11,557,852	5,008,628
User Defined Recreational	0.00	0.00	0.00		
User Defined Recreational	0.00	0.00	0.00		
Total	73,912.31	87,240.86	48,862.33	105,531,333	44,220,758

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	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
City Park	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
Condo/Townhouse	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Regional Shopping Center	12.50	4.20	5.40	16.30	64.70	19.00	54	35	11
Single Family Housing	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.469364	0.065576	0.169825	0.159036	0.038089	0.006139	0.011322	0.071493	0.001371	0.001211	0.003602	0.000518	0.002454

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	17,952.7450	17,952.7450	0.8252	0.1707	18,023.0034
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	27,425.2913	27,425.2913	1.2607	0.2608	27,532.6207
NaturalGas Mitigated	0.3424	2.9446	1.3817	0.0187		0.2366	0.2366		0.2366	0.2366	0.0000	3,388.6234	3,388.6234	0.0650	0.0621	3,409.2460
NaturalGas Unmitigated	0.3918	3.3691	1.5816	0.0214		0.2707	0.2707		0.2707	0.2707	0.0000	3,876.9941	3,876.9941	0.0743	0.0711	3,900.5888

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					
Condo/Townhouse	2.48503e+007	0.1340	1.1451	0.4873	7.3100e-003		0.0926	0.0926		0.0926	0.0926	0.0000	1,326.1050	1,326.1050	0.0254	0.0243	1,334.1755
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	7.28155e+006	0.0393	0.3569	0.2998	2.1400e-003		0.0271	0.0271		0.0271	0.0271	0.0000	388.5713	388.5713	7.4500e-003	7.1200e-003	390.9361
Single Family Housing	4.05203e+007	0.2185	1.8671	0.7945	0.0119		0.1510	0.1510		0.1510	0.1510	0.0000	2,162.3177	2,162.3177	0.0414	0.0396	2,175.4772
User Defined Recreational	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
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
Total		0.3918	3.3691	1.5816	0.0214		0.2707	0.2707		0.2707	0.2707	0.0000	3,876.9941	3,876.9941	0.0743	0.0711	3,900.5888

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	tons/yr										MT/yr						
Enclosed Parking Structure	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	0.0000
Other Asphalt Surfaces	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	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	6.33056e+006	0.0341	0.3103	0.2607	1.8600e-003		0.0236	0.0236		0.0236	0.0236	0.0000	337.8226	337.8226	6.4700e-003	6.1900e-003	339.8785	
Single Family Housing	3.55133e+007	0.1915	1.6364	0.6963	0.0105		0.1323	0.1323		0.1323	0.1323	0.0000	1,895.1241	1,895.1241	0.0363	0.0347	1,906.6575	
User Defined Recreational	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	0.0000
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	0.0000
Condo/Townhouse	2.16566e+007	0.1168	0.9979	0.4246	6.3700e-003		0.0807	0.0807		0.0807	0.0807	0.0000	1,155.6768	1,155.6768	0.0222	0.0212	1,162.7100	
Total		0.3424	2.9446	1.3817	0.0187		0.2366	0.2366		0.2366	0.2366	0.0000	3,388.6234	3,388.6234	0.0649	0.0621	3,409.2460	

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
Condo/Townhouse	5.88106e+006	1,682.9644	0.0774	0.0160	1,689.5507
Enclosed Parking Structure	3.144e+007	8,997.0870	0.4136	0.0856	9,032.2973
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	149600	42.8106	1.9700e-003	4.1000e-004	42.9781
Regional Shopping Center	4.91505e+007	14,065.2389	0.6465	0.1338	14,120.2835
Single Family Housing	9.21557e+006	2,637.1904	0.1212	0.0251	2,647.5111
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		27,425.2913	1.2607	0.2608	27,532.6207

5.3 Energy by Land Use - Electricity

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
Condo/Townhouse	4.47647e+006	1,281.0182	0.0589	0.0122	1,286.0315
Enclosed Parking Structure	2.0075e+007	5,744.8118	0.2641	0.0546	5,767.2942
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	67320	19.2648	8.9000e-004	1.8000e-004	19.3402
Regional Shopping Center	3.11004e+007	8,899.9012	0.4091	0.0846	8,934.7311
Single Family Housing	7.01601e+006	2,007.7491	0.0923	0.0191	2,015.6065
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		17,952.7450	0.8252	0.1707	18,023.0034

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use only Natural Gas Hearths
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	55.4863	0.1860	15.8767	7.9000e-004		0.1308	0.1308		0.1303	0.1303	0.0000	656.7565	656.7565	0.0341	0.0116	661.0636
Unmitigated	73.9159	0.2076	18.0321	9.5000e-004		0.1434	0.1434		0.1430	0.1430	0.0000	661.1577	661.1577	0.0410	0.0116	665.6088

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	17.6768					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	55.6217					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0638	0.0000	3.4800e-003	0.0000		0.0441	0.0441		0.0436	0.0436	0.0000	631.6952	631.6952	0.0121	0.0116	635.5395
Landscaping	0.5536	0.2076	18.0286	9.5000e-004		0.0993	0.0993		0.0993	0.0993	0.0000	29.4625	29.4625	0.0289	0.0000	30.0693
Total	73.9159	0.2076	18.0321	9.5000e-004		0.1434	0.1434		0.1430	0.1430	0.0000	661.1577	661.1577	0.0410	0.0116	665.6088

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	3.5354					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	51.4630					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0638	0.0000	3.4800e-003	0.0000		0.0441	0.0441		0.0436	0.0436	0.0000	631.6952	631.6952	0.0121	0.0116	635.5395
Landscaping	0.4241	0.1860	15.8732	7.9000e-004		0.0867	0.0867		0.0867	0.0867	0.0000	25.0614	25.0614	0.0220	0.0000	25.5241
Total	55.4863	0.1860	15.8767	7.9000e-004		0.1308	0.1308		0.1303	0.1303	0.0000	656.7565	656.7565	0.0341	0.0116	661.0636

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Reclaimed Water

Use Grey Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2,858.706 9	12.8268	0.3259	3,229.101 6
Unmitigated	3,636.396 4	16.0364	0.4080	4,099.636 5

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 36.8863	117.2733	5.3900e-003	1.1200e-003	117.7322
Condo/Townhouse	158.468 / 158.468	1,144.5772	5.2140	0.1323	1,295.0944
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	171.079 / 171.079	1,235.6632	5.6289	0.1429	1,398.1587
Single Family Housing	157.68 / 157.68	1,138.8828	5.1881	0.1317	1,288.6512
User Defined Recreational	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		3,636.3964	16.0364	0.4080	4,099.6365

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 29.5091	93.8186	4.3100e-003	8.9000e-004	94.1858
Condo/Townhouse	126.775 / 126.775	899.2661	4.1704	0.1057	1,019.6157
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	136.864 / 136.864	970.8301	4.5023	0.1141	1,100.7572
Single Family Housing	126.144 / 126.144	894.7921	4.1497	0.1052	1,014.5430
User Defined Recreational	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		2,858.7069	12.8268	0.3259	3,229.1016

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	244.1377	14.4281	0.0000	547.1284
Unmitigated	976.5510	57.7125	0.0000	2,188.5136

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	1.12	0.2274	0.0134	0.0000	0.5095
Condo/Townhouse	554.76	112.6113	6.6551	0.0000	252.3691
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3295.53	668.9628	39.5346	0.0000	1,499.1888
Single Family Housing	959.4	194.7495	11.5094	0.0000	436.4463
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		976.5510	57.7125	0.0000	2,188.5136

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.28	0.0568	3.3600e-003	0.0000	0.1274
Condo/Townhouse	138.69	28.1528	1.6638	0.0000	63.0923
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	823.883	167.2407	9.8836	0.0000	374.7972
Single Family Housing	239.85	48.6874	2.8773	0.0000	109.1116
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		244.1377	14.4281	0.0000	547.1284

9.0 Operational Offroad

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

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	212.4000	0.0000	0.0000	212.4000

10.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	300	212.4000	0.0000	0.0000	212.4000
Total		212.4000	0.0000	0.0000	212.4000

Planning Area 1-8
Salton Sea Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	12,000.00	Space	108.00	4,800,000.00	0
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
Parking Lot	425.00	Space	3.82	170,000.00	0
City Park	7.00	Acre	7.00	304,920.00	0
City Park	6.00	Acre	6.00	261,360.00	0
User Defined Recreational	78.00	User Defined Unit	78.00	0.00	0
User Defined Recreational	0.00	User Defined Unit	0.00	23,000.00	0
Condo/Townhouse	1,206.00	Dwelling Unit	18.84	1,206,000.00	2028
Single Family Housing	1,200.00	Dwelling Unit	234.00	2,160,000.00	2340
Regional Shopping Center	3,138.60	1000sqft	72.05	3,138,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.4	Precipitation Freq (Days)	20
Climate Zone	10			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Private Park 7 acres

25 acres of road

Includes all land uses from Planning Area 1-8

Construction Phase - Construction Assumptions. Assuming Planning Area 1-8 is built at the same time

Off-road Equipment - AAC + 2x(PA1-7)

Off-road Equipment - AAC + 2x(PA1-7)

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Construction assumptions

Off-road Equipment - Received from Applicant.

Trips and VMT - SCAQMDs analysis of Construction Worker and Vendor Trip Rates. PA1-7 trip rate doubled to reflect accelerated construction schedule.

Utilities trip rate set to 20 as stated in DEIS.

On-road Fugitive Dust - 100% paved access roads (via CalEEMod Default Data table).

Grading - All site will be graded (~577 acres).

Architectural Coating -

Vehicle Trips - Private City Park/Open Space

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 100% paved access roads.

Woodstoves - No woodmass

Area Coating -

Energy Use -

Water And Wastewater - Calculated Rates

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Rule 1113: January 1, 2015, required Tier 3 equipment. Applicant agreed to adhere to interim Tier 4 standards.

Mobile Land Use Mitigation - 0.04 low penetration NEV network

Mobile Commute Mitigation - Based on information provided by Applicant.
 Area Mitigation - SCAQMD Rule 1113 Effective Jan 1, 2014.

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Operational Off-Road Equipment - no default

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	5
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	80
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	18.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	660.00	1,385.00
tblConstructionPhase	NumDays	9,300.00	1,044.00
tblConstructionPhase	NumDays	930.00	180.00
tblConstructionPhase	NumDays	660.00	120.00
tblConstructionPhase	NumDays	360.00	20.00
tblConstructionPhase	PhaseEndDate	3/13/2026	7/22/2022
tblConstructionPhase	PhaseEndDate	1/6/2023	5/7/2021
tblConstructionPhase	PhaseEndDate	1/20/2017	11/21/2016
tblConstructionPhase	PhaseStartDate	11/21/2020	4/1/2017
tblConstructionPhase	PhaseStartDate	7/23/2022	11/23/2020
tblConstructionPhase	PhaseStartDate	8/6/2016	6/7/2016
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	NumberGas	1,206.00	402.00
tblFireplaces	NumberGas	1,020.00	400.00
tblFireplaces	NumberNoFireplace	60.00	0.00

tblFireplaces	NumberWood	120.00	0.00
tblGrading	AcresOfGrading	450.00	577.00
tblLandUse	LandUseSquareFeet	0.00	23,000.00
tblLandUse	LotAcreage	0.00	78.00
tblLandUse	LotAcreage	75.38	18.84
tblLandUse	LotAcreage	389.61	234.00
tblLandUse	Population	3,895.00	2,028.00
tblLandUse	Population	3,876.00	2,340.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	9.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	9.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
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	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	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
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblProjectCharacteristics	OperationalYear	2014	2022
tblRoadDust	RoadPercentPave	50	100
tblSequestration	NumberOfNewTrees	0.00	300.00
tblTripsAndVMT	VendorTripNumber	2,040.00	387.00
tblTripsAndVMT	WorkerTripNumber	28.00	20.00
tblTripsAndVMT	WorkerTripNumber	5,554.00	2,168.00
tblTripsAndVMT	WorkerTripNumber	1,111.00	1,740.00
tblVehicleTrips	ST_TR	7.16	5.08
tblVehicleTrips	ST_TR	49.97	23.49
tblVehicleTrips	ST_TR	10.08	6.14
tblVehicleTrips	SU_TR	6.07	4.31
tblVehicleTrips	SU_TR	25.24	11.86
tblVehicleTrips	SU_TR	8.77	5.35
tblVehicleTrips	WD_TR	6.59	4.65
tblVehicleTrips	WD_TR	42.94	20.33
tblVehicleTrips	WD_TR	9.57	3.73
tblWater	IndoorWaterUseRate	78,575,754.90	158,468,400.00
tblWater	IndoorWaterUseRate	232,484,015.93	171,079,397.30
tblWater	IndoorWaterUseRate	78,184,830.75	157,680,000.00
tblWater	OutdoorWaterUseRate	15,489,257.55	36,886,345.00
tblWater	OutdoorWaterUseRate	49,536,888.96	158,468,400.00
tblWater	OutdoorWaterUseRate	142,490,203.31	171,079,397.60
tblWater	OutdoorWaterUseRate	49,290,436.77	157,680,000.00

tblWoodstoves	NumberCatalytic	60.30	0.00
tblWoodstoves	NumberCatalytic	60.00	0.00
tblWoodstoves	NumberNoncatalytic	60.30	0.00
tblWoodstoves	NumberNoncatalytic	60.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	6.8921	79.1702	52.2694	0.0637	18.2169	3.8033	21.3062	9.9706	3.4991	12.8128	0.0000	6,651.125 2	6,651.125 2	1.9470	0.0000	6,692.011 1
2016	24.1070	123.4879	238.5739	0.3445	20.0186	6.4593	25.8718	5.3444	6.0031	10.8442	0.0000	30,361.57 24	30,361.57 24	3.3849	0.0000	30,432.65 60
2017	286.5788	115.1767	328.6938	0.5258	34.5767	6.0980	40.6747	9.2058	5.7685	14.9743	0.0000	43,838.26 92	43,838.26 92	3.5021	0.0000	43,911.81 29
2018	283.1591	103.4129	303.4961	0.5253	34.5758	5.2058	39.7815	9.2054	4.9285	14.1339	0.0000	42,509.63 93	42,509.63 93	3.3391	0.0000	42,579.76 04
2019	280.5698	94.3623	284.8253	0.5248	34.5749	4.5281	39.1030	9.2051	4.2864	13.4915	0.0000	41,260.40 47	41,260.40 47	3.2046	0.0000	41,327.70 13
2020	278.3619	85.4008	267.9781	0.5245	34.5740	3.9544	38.5284	9.2047	3.7429	12.9476	0.0000	39,912.22 45	39,912.22 45	3.0972	0.0000	39,977.26 53
2021	264.5915	25.4903	97.5841	0.2053	14.6836	1.1348	15.8183	3.8947	1.0748	4.9695	0.0000	14,960.08 66	14,960.08 66	1.4173	0.0000	14,989.84 97
2022	261.7793	12.0299	78.9313	0.1815	14.5581	0.4196	14.9777	3.8614	0.4129	4.2744	0.0000	12,529.80 17	12,529.80 17	0.6913	0.0000	12,544.31 97
Total	1,686.039 4	638.5309	1,652.352 0	2.8954	205.7785	31.6032	236.0617	59.8922	29.7161	88.4481	0.0000	232,023.1 236	232,023.1 236	20.5835	0.0000	232,455.3 762

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	409.3436	2.3065	200.4026	0.0106		2.1793	2.1793		2.1680	2.1680	0.0000	17,344.38 34	17,344.38 34	0.6794	0.3114	17,455.17 39
Energy	2.1466	18.4609	8.6663	0.1171		1.4831	1.4831		1.4831	1.4831		23,417.28 45	23,417.28 45	0.4488	0.4293	23,559.79 82
Mobile	270.6458	432.5080	2,370.013 7	4.2609	271.6918	8.2768	279.9687	72.5228	7.6285	80.1512		323,568.8 177	323,568.8 177	12.2905		323,826.9 191
Total	682.1360	453.2754	2,579.082 7	4.3886	271.6918	11.9392	283.6310	72.5228	11.2795	83.8023	0.0000	364,330.4 857	364,330.4 857	13.4188	0.7407	364,841.8 912

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	307.6300	2.0663	176.4538	8.7500e- 003		2.0389	2.0389		2.0275	2.0275	0.0000	17,290.47 89	17,290.47 89	0.5954	0.3114	17,399.50 46
Energy	1.8762	16.1349	7.5707	0.1023		1.2963	1.2963		1.2963	1.2963		20,467.49 54	20,467.49 54	0.3923	0.3752	20,592.05 72
Mobile	244.3098	273.7171	1,689.619 4	1.9488	113.8841	3.9554	117.8395	30.3991	3.6478	34.0469		147,829.5 756	147,829.5 756	6.4610		147,965.2 564
Total	553.8160	291.9183	1,873.643 9	2.0599	113.8841	7.2905	121.1746	30.3991	6.9716	37.3707	0.0000	185,587.5 499	185,587.5 499	7.4486	0.6866	185,956.8 182

	ROG	NOx	CO	SO2	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	18.81	35.60	27.35	53.06	58.08	38.94	57.28	58.08	38.19	55.41	0.00	49.06	49.06	44.49	7.30	49.03

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	11/1/2015	11/27/2015	5	20	
2	Grading	Grading	11/28/2015	8/5/2016	5	180	
3	Utilities	Trenching	6/7/2016	11/21/2016	5	120	
4	Building Construction	Building Construction	11/22/2016	11/20/2020	5	1044	
5	Architectural Coating	Architectural Coating	4/1/2017	7/22/2022	5	1385	
6	Paving	Paving	11/23/2020	5/7/2021	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 577

Acres of Paving: 0

Residential Indoor: 6,816,150; Residential Outdoor: 2,272,050; Non-Residential Indoor: 16,066,470; Non-Residential Outdoor: 5,355,490
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Utilities	Air Compressors	1	8.00	78	0.48
Utilities	Forklifts	1	8.00	89	0.20
Utilities	Generator Sets	1	8.00	84	0.74
Utilities	Off-Highway Trucks	2	8.00	400	0.38
Utilities	Signal Boards	1	8.00	6	0.82
Utilities	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Utilities	Trenchers	1	8.00	80	0.50
Utilities	Welders	1	8.00	46	0.45
Building Construction	Forklifts	9	8.00	89	0.20
Building Construction	Generator Sets	3	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	9	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	3	8.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

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	8	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	11	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	24	2,168.00	387.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	3	1,740.00	0.00	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

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412		4,111.744 4	4,111.744 4	1.2275		4,137.522 5
Total	5.2609	56.8897	42.6318	0.0391	18.0663	3.0883	21.1545	9.9307	2.8412	12.7719		4,111.744 4	4,111.744 4	1.2275		4,137.522 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.1053	0.1112	1.2865	1.7600e-003	0.1506	1.0300e-003	0.1516	0.0400	9.4000e-004	0.0409		148.3937	148.3937	9.4800e-003		148.5928
Total	0.1053	0.1112	1.2865	1.7600e-003	0.1506	1.0300e-003	0.1516	0.0400	9.4000e-004	0.0409		148.3937	148.3937	9.4800e-003		148.5928

3.2 Site Preparation - 2015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.6936	0.0000	6.6936	3.6793	0.0000	3.6793			0.0000			0.0000
Off-Road	0.7103	12.3804	23.4003	0.0391		0.0634	0.0634		0.0634	0.0634	0.0000	4,111.744 4	4,111.744 4	1.2275		4,137.522 4
Total	0.7103	12.3804	23.4003	0.0391	6.6936	0.0634	6.7570	3.6793	0.0634	3.7428	0.0000	4,111.744 4	4,111.744 4	1.2275		4,137.522 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1053	0.1112	1.2865	1.7600e-003	0.0459	1.0300e-003	0.0469	0.0142	9.4000e-004	0.0152		148.3937	148.3937	9.4800e-003		148.5928
Total	0.1053	0.1112	1.2865	1.7600e-003	0.0459	1.0300e-003	0.0469	0.0142	9.4000e-004	0.0152		148.3937	148.3937	9.4800e-003		148.5928

3.3 Grading - 2015

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					9.4216	0.0000	9.4216	3.6773	0.0000	3.6773			0.0000			0.0000
Off-Road	6.7751	79.0467	50.8400	0.0618		3.8022	3.8022		3.4980	3.4980		6,486.2433	6,486.2433	1.9364		6,526.9080
Total	6.7751	79.0467	50.8400	0.0618	9.4216	3.8022	13.2238	3.6773	3.4980	7.1753		6,486.2433	6,486.2433	1.9364		6,526.9080

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1170	0.1236	1.4294	1.9500e-003	0.1673	1.1500e-003	0.1685	0.0444	1.0500e-003	0.0454		164.8819	164.8819	0.0105		165.1031
Total	0.1170	0.1236	1.4294	1.9500e-003	0.1673	1.1500e-003	0.1685	0.0444	1.0500e-003	0.0454		164.8819	164.8819	0.0105		165.1031

3.3 Grading - 2015

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					3.4907	0.0000	3.4907	1.3624	0.0000	1.3624			0.0000			0.0000
Off-Road	0.9779	20.2885	37.9432	0.0618		0.1009	0.1009		0.1009	0.1009	0.0000	6,486.2433	6,486.2433	1.9364		6,526.9080
Total	0.9779	20.2885	37.9432	0.0618	3.4907	0.1009	3.5916	1.3624	0.1009	1.4633	0.0000	6,486.2433	6,486.2433	1.9364		6,526.9080

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1170	0.1236	1.4294	1.9500e-003	0.0510	1.1500e-003	0.0521	0.0158	1.0500e-003	0.0169		164.8819	164.8819	0.0105		165.1031
Total	0.1170	0.1236	1.4294	1.9500e-003	0.0510	1.1500e-003	0.0521	0.0158	1.0500e-003	0.0169		164.8819	164.8819	0.0105		165.1031

3.3 Grading - 2016

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					9.4216	0.0000	9.4216	3.6773	0.0000	3.6773			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	6.4795	74.8137	49.1374	0.0617	9.4216	3.5842	13.0058	3.6773	3.2975	6.9748		6,414.9807	6,414.9807	1.9350		6,455.6154

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		158.5493	158.5493	9.6700e-003		158.7524

3.3 Grading - 2016

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					3.4907	0.0000	3.4907	1.3624	0.0000	1.3624			0.0000			0.0000
Off-Road	0.9779	20.2885	37.9432	0.0617		0.1009	0.1009		0.1009	0.1009	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	0.9779	20.2885	37.9432	0.0617	3.4907	0.1009	3.5916	1.3624	0.1009	1.4633	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		158.5493	158.5493	9.6700e-003		158.7524

3.4 Utilities - 2016

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	5.4384	48.4509	30.0081	0.0544		2.8728	2.8728		2.7035	2.7035		5,478.2585	5,478.2585	1.4306		5,508.3013
Total	5.4384	48.4509	30.0081	0.0544		2.8728	2.8728		2.7035	2.7035		5,478.2585	5,478.2585	1.4306		5,508.3013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		158.5493	158.5493	9.6700e-003		158.7524

3.4 Utilities - 2016

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	1.5226	22.3013	33.2391	0.0544		0.5173	0.5173		0.4867	0.4867	0.0000	5,478.2585	5,478.2585	1.4306		5,508.3013
Total	1.5226	22.3013	33.2391	0.0544		0.5173	0.5173		0.4867	0.4867	0.0000	5,478.2585	5,478.2585	1.4306		5,508.3013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1051	0.1117	1.2832	1.9500e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		158.5493	158.5493	9.6700e-003		158.7524
Total	0.1051	0.1117	1.2832	1.9500e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		158.5493	158.5493	9.6700e-003		158.7524

3.5 Building Construction - 2016

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	8.7118	66.7857	50.3989	0.0692		5.1679	5.1679		4.8699	4.8699		6,833.1299	6,833.1299	1.6318		6,867.3967
Total	8.7118	66.7857	50.3989	0.0692		5.1679	5.1679		4.8699	4.8699		6,833.1299	6,833.1299	1.6318		6,867.3967

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	4.0064	26.8719	49.0807	0.0637	1.8795	0.5667	2.4462	0.5331	0.5209	1.0540		6,341.6970	6,341.6970	0.0422		6,342.5839
Worker	11.3888	12.1027	139.0943	0.2117	18.1390	0.1187	18.2577	4.8113	0.1090	4.9203		17,186.7455	17,186.7455	1.0481		17,208.7556
Total	15.3952	38.9746	188.1750	0.2754	20.0186	0.6853	20.7039	5.3444	0.6299	5.9743		23,528.4425	23,528.4425	1.0903		23,551.3395

3.5 Building Construction - 2016

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	1.4307	30.2596	48.1924	0.0692		0.2347	0.2347		0.2347	0.2347	0.0000	6,833.1299	6,833.1299	1.6318		6,867.3966
Total	1.4307	30.2596	48.1924	0.0692		0.2347	0.2347		0.2347	0.2347	0.0000	6,833.1299	6,833.1299	1.6318		6,867.3966

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	4.0064	26.8719	49.0807	0.0637	0.7744	0.5667	1.3410	0.2618	0.5209	0.7828		6,341.6970	6,341.6970	0.0422		6,342.5839
Worker	11.3888	12.1027	139.0943	0.2117	5.5271	0.1187	5.6458	1.7156	0.1090	1.8246		17,186.7455	17,186.7455	1.0481		17,208.7556
Total	15.3952	38.9746	188.1750	0.2754	6.3015	0.6853	6.9868	1.9774	0.6299	2.6074		23,528.4425	23,528.4425	1.0903		23,551.3395

3.5 Building Construction - 2017

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	7.9625	62.4472	49.8451	0.0691		4.7009	4.7009		4.4276	4.4276		6,762.2143	6,762.2143	1.5945		6,795.6995
Total	7.9625	62.4472	49.8451	0.0691		4.7009	4.7009		4.4276	4.4276		6,762.2143	6,762.2143	1.5945		6,795.6995

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.5372	24.1146	44.9833	0.0635	1.8797	0.4961	2.3757	0.5331	0.4561	0.9892		6,234.0960	6,234.0960	0.0397		6,234.9301
Worker	10.2569	11.0257	125.5938	0.2116	18.1390	0.1152	18.2542	4.8113	0.1062	4.9175		16,485.3248	16,485.3248	0.9703		16,505.7002
Total	13.7941	35.1403	170.5770	0.2750	20.0187	0.6113	20.6299	5.3444	0.5623	5.9067		22,719.4208	22,719.4208	1.0100		22,740.6303

3.5 Building Construction - 2017

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	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,762.2143	6,762.2143	1.5945		6,795.6995
Total	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,762.2143	6,762.2143	1.5945		6,795.6995

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.5372	24.1146	44.9833	0.0635	0.7745	0.4961	1.2705	0.2619	0.4561	0.7179		6,234.0960	6,234.0960	0.0397		6,234.9301
Worker	10.2569	11.0257	125.5938	0.2116	5.5271	0.1152	5.6424	1.7156	0.1062	1.8219		16,485.3248	16,485.3248	0.9703		16,505.7002
Total	13.7941	35.1403	170.5770	0.2750	6.3016	0.6113	6.9129	1.9775	0.5623	2.5398		22,719.4208	22,719.4208	1.0100		22,740.6303

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.8397	55.2240	48.7502	0.0691		3.9343	3.9343		3.7097	3.7097		6,690.6088	6,690.6088	1.5615		6,723.3994
Total	6.8397	55.2240	48.7502	0.0691		3.9343	3.9343		3.7097	3.7097		6,690.6088	6,690.6088	1.5615		6,723.3994

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.1502	21.9363	41.5828	0.0633	1.8787	0.4650	2.3436	0.5327	0.4276	0.9603		6,122.3477	6,122.3477	0.0389		6,123.1656
Worker	9.2721	10.1130	114.1397	0.2114	18.1390	0.1134	18.2524	4.8113	0.1049	4.9161		15,849.9710	15,849.9710	0.9052		15,868.9805
Total	12.4223	32.0494	155.7225	0.2747	20.0177	0.5783	20.5960	5.3440	0.5324	5.8764		21,972.3187	21,972.3187	0.9442		21,992.1461

3.5 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,690.6088	6,690.6088	1.5615		6,723.3994
Total	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,690.6088	6,690.6088	1.5615		6,723.3994

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.1502	21.9363	41.5828	0.0633	0.7735	0.4650	1.2385	0.2615	0.4276	0.6890		6,122.3477	6,122.3477	0.0389		6,123.1656
Worker	9.2721	10.1130	114.1397	0.2114	5.5271	0.1134	5.6405	1.7156	0.1049	1.8205		15,849.9710	15,849.9710	0.9052		15,868.9805
Total	12.4223	32.0494	155.7225	0.2747	6.3006	0.5783	6.8790	1.9771	0.5324	2.5095		21,972.3187	21,972.3187	0.9442		21,992.1461

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.0223	50.0976	48.0626	0.0691		3.3767	3.3767		3.1847	3.1847		6,621.2973	6,621.2973	1.5291		6,653.4076
Total	6.0223	50.0976	48.0626	0.0691		3.3767	3.3767		3.1847	3.1847		6,621.2973	6,621.2973	1.5291		6,653.4076

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.8830	20.0780	39.1707	0.0631	1.8778	0.4318	2.3096	0.5324	0.3971	0.9295		6,013.0597	6,013.0597	0.0382		6,013.8618
Worker	8.5087	9.3450	105.5301	0.2112	18.1390	0.1135	18.2525	4.8113	0.1052	4.9164		15,256.0271	15,256.0271	0.8556		15,273.9943
Total	11.3917	29.4230	144.7007	0.2743	20.0169	0.5453	20.5621	5.3436	0.5023	5.8459		21,269.0868	21,269.0868	0.8938		21,287.8561

3.5 Building Construction - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,621.2973	6,621.2973	1.5291		6,653.4076
Total	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,621.2973	6,621.2973	1.5291		6,653.4076

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.8830	20.0780	39.1707	0.0631	0.7727	0.4318	1.2044	0.2611	0.3971	0.6582		6,013.0597	6,013.0597	0.0382		6,013.8618
Worker	8.5087	9.3450	105.5301	0.2112	5.5271	0.1135	5.6406	1.7156	0.1052	1.8208		15,256.0271	15,256.0271	0.8556		15,273.9943
Total	11.3917	29.4230	144.7007	0.2743	6.2998	0.5453	6.8450	1.9767	0.5023	2.4790		21,269.0868	21,269.0868	0.8938		21,287.8561

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.4051	45.7736	47.5573	0.0691		2.9174	2.9174		2.7520	2.7520		6,530.7309	6,530.7309	1.5036		6,562.3066
Total	5.4051	45.7736	47.5573	0.0691		2.9174	2.9174		2.7520	2.7520		6,530.7309	6,530.7309	1.5036		6,562.3066

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.4608	17.1128	35.3604	0.0629	1.8770	0.3882	2.2652	0.5320	0.3571	0.8891		5,870.4373	5,870.4373	0.0367		5,871.2079
Worker	7.9144	8.7536	98.6000	0.2111	18.1390	0.1137	18.2527	4.8113	0.1054	4.9167		14,637.4751	14,637.4751	0.8153		14,654.5972
Total	10.3752	25.8663	133.9604	0.2741	20.0160	0.5019	20.5179	5.3433	0.4626	5.8058		20,507.9124	20,507.9124	0.8520		20,525.8051

3.5 Building Construction - 2020

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	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,530.7309	6,530.7309	1.5036		6,562.3066
Total	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,530.7309	6,530.7309	1.5036		6,562.3066

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.4608	17.1128	35.3604	0.0629	0.7718	0.3882	1.1600	0.2607	0.3571	0.6179		5,870.4373	5,870.4373	0.0367		5,871.2079
Worker	7.9144	8.7536	98.6000	0.2111	5.5271	0.1137	5.6408	1.7156	0.1054	1.8210		14,637.4751	14,637.4751	0.8153		14,654.5972
Total	10.3752	25.8663	133.9604	0.2741	6.2989	0.5019	6.8008	1.9764	0.4626	2.4389		20,507.9124	20,507.9124	0.8520		20,525.8051

3.6 Architectural Coating - 2017

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	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	1.3292	8.7401	7.4723	0.0119		0.6933	0.6933		0.6933	0.6933		1,125.792 2	1,125.792 2	0.1189			1,128.288 2
Total	256.5902	8.7401	7.4723	0.0119		0.6933	0.6933		0.6933	0.6933		1,125.792 2	1,125.792 2	0.1189			1,128.288 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	8.2320	8.8490	100.7994	0.1698	14.5581	0.0925	14.6505	3.8614	0.0853	3.9467		13,230.84 19	13,230.84 19	0.7787			13,247.19 48
Total	8.2320	8.8490	100.7994	0.1698	14.5581	0.0925	14.6505	3.8614	0.0853	3.9467		13,230.84 19	13,230.84 19	0.7787			13,247.19 48

3.6 Architectural Coating - 2017

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	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2179	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.1189		1,128.288 2
Total	255.4789	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.1189		1,128.288 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	8.2320	8.8490	100.7994	0.1698	4.4360	0.0925	4.5285	1.3769	0.0853	1.4622		13,230.84 19	13,230.84 19	0.7787		13,247.19 48
Total	8.2320	8.8490	100.7994	0.1698	4.4360	0.0925	4.5285	1.3769	0.0853	1.4622		13,230.84 19	13,230.84 19	0.7787		13,247.19 48

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	1.1945	8.0230	7.4168	0.0119		0.6022	0.6022		0.6022	0.6022		1,125.794 2	1,125.794 2	0.1070			1,128.040 6
Total	256.4555	8.0230	7.4168	0.0119		0.6022	0.6022		0.6022	0.6022		1,125.794 2	1,125.794 2	0.1070			1,128.040 6

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	7.4416	8.1165	91.6066	0.1697	14.5581	0.0910	14.6491	3.8614	0.0842	3.9456		12,720.91 77	12,720.91 77	0.7265			12,736.17 44
Total	7.4416	8.1165	91.6066	0.1697	14.5581	0.0910	14.6491	3.8614	0.0842	3.9456		12,720.91 77	12,720.91 77	0.7265			12,736.17 44

3.6 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2179	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.794 2	1,125.794 2	0.1070		1,128.040 6
Total	255.4789	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.794 2	1,125.794 2	0.1070		1,128.040 6

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	7.4416	8.1165	91.6066	0.1697	4.4360	0.0910	4.5270	1.3769	0.0842	1.4611		12,720.91 77	12,720.91 77	0.7265		12,736.17 44
Total	7.4416	8.1165	91.6066	0.1697	4.4360	0.0910	4.5270	1.3769	0.0842	1.4611		12,720.91 77	12,720.91 77	0.7265		12,736.17 44

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.0658	7.3415	7.3653	0.0119		0.5151	0.5151		0.5151	0.5151		1,125.7922	1,125.7922	0.0951		1,127.7890
Total	256.3268	7.3415	7.3653	0.0119		0.5151	0.5151		0.5151	0.5151		1,125.7922	1,125.7922	0.0951		1,127.7890

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	6.8290	7.5002	84.6966	0.1695	14.5581	0.0911	14.6491	3.8614	0.0844	3.9458		12,244.2284	12,244.2284	0.6867		12,258.6486
Total	6.8290	7.5002	84.6966	0.1695	14.5581	0.0911	14.6491	3.8614	0.0844	3.9458		12,244.2284	12,244.2284	0.6867		12,258.6486

3.6 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.2179	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0951			1,127.789 0
Total	255.4789	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0951			1,127.789 0

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Worker	6.8290	7.5002	84.6966	0.1695	4.4360	0.0911	4.5271	1.3769	0.0844	1.4613		12,244.22 84	12,244.22 84	0.6867			12,258.64 86
Total	6.8290	7.5002	84.6966	0.1695	4.4360	0.0911	4.5271	1.3769	0.0844	1.4613		12,244.22 84	12,244.22 84	0.6867			12,258.64 86

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9687	6.7354	7.3257	0.0119		0.4437	0.4437		0.4437	0.4437		1,125.792 2	1,125.792 2	0.0872		1,127.622 6
Total	256.2297	6.7354	7.3257	0.0119		0.4437	0.4437		0.4437	0.4437		1,125.792 2	1,125.792 2	0.0872		1,127.622 6

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	6.3520	7.0255	79.1347	0.1694	14.5581	0.0913	14.6493	3.8614	0.0846	3.9461		11,747.78 90	11,747.78 90	0.6544		11,761.53 09
Total	6.3520	7.0255	79.1347	0.1694	14.5581	0.0913	14.6493	3.8614	0.0846	3.9461		11,747.78 90	11,747.78 90	0.6544		11,761.53 09

3.6 Architectural Coating - 2020

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	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2179	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0872		1,127.622 6
Total	255.4789	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0872		1,127.622 6

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	6.3520	7.0255	79.1347	0.1694	4.4360	0.0913	4.5273	1.3769	0.0846	1.4615		11,747.78 90	11,747.78 90	0.6544		11,761.53 09
Total	6.3520	7.0255	79.1347	0.1694	4.4360	0.0913	4.5273	1.3769	0.0846	1.4615		11,747.78 90	11,747.78 90	0.6544		11,761.53 09

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.8756	6.1074	7.2702	0.0119		0.3764	0.3764		0.3764	0.3764		1,125.792 2	1,125.792 2	0.0773		1,127.414 6
Total	256.1366	6.1074	7.2702	0.0119		0.3764	0.3764		0.3764	0.3764		1,125.792 2	1,125.792 2	0.0773		1,127.414 6

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	5.9974	6.6648	75.3119	0.1696	14.5581	0.0924	14.6505	3.8614	0.0857	3.9471		11,574.26 33	11,574.26 33	0.6359		11,587.61 67
Total	5.9974	6.6648	75.3119	0.1696	14.5581	0.0924	14.6505	3.8614	0.0857	3.9471		11,574.26 33	11,574.26 33	0.6359		11,587.61 67

3.6 Architectural Coating - 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	lb/day										lb/day					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2179	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0773		1,127.414 6
Total	255.4789	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0773		1,127.414 6

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	5.9974	6.6648	75.3119	0.1696	4.4360	0.0924	4.5284	1.3769	0.0857	1.4626		11,574.26 33	11,574.26 33	0.6359		11,587.61 67
Total	5.9974	6.6648	75.3119	0.1696	4.4360	0.0924	4.5284	1.3769	0.0857	1.4626		11,574.26 33	11,574.26 33	0.6359		11,587.61 67

3.6 Architectural Coating - 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					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.8182	5.6339	7.2544	0.0119		0.3269	0.3269		0.3269	0.3269		1,125.792 2	1,125.792 2	0.0733		1,127.331 4
Total	256.0792	5.6339	7.2544	0.0119		0.3269	0.3269		0.3269	0.3269		1,125.792 2	1,125.792 2	0.0733		1,127.331 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	5.7001	6.3960	71.6769	0.1696	14.5581	0.0928	14.6508	3.8614	0.0861	3.9475		11,404.00 95	11,404.00 95	0.6180		11,416.98 82
Total	5.7001	6.3960	71.6769	0.1696	14.5581	0.0928	14.6508	3.8614	0.0861	3.9475		11,404.00 95	11,404.00 95	0.6180		11,416.98 82

3.6 Architectural Coating - 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					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2179	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0733		1,127.331 4
Total	255.4789	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0733		1,127.331 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	5.7001	6.3960	71.6769	0.1696	4.4360	0.0928	4.5288	1.3769	0.0861	1.4630		11,404.00 95	11,404.00 95	0.6180		11,416.98 82
Total	5.7001	6.3960	71.6769	0.1696	4.4360	0.0928	4.5288	1.3769	0.0861	1.4630		11,404.00 95	11,404.00 95	0.6180		11,416.98 82

3.7 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3301	13.7845	14.3523	0.0223		0.7390	0.7390		0.6799	0.6799		2,160.7571	2,160.7571	0.6988		2,175.4326
Paving	1.1751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5051	13.7845	14.3523	0.0223		0.7390	0.7390		0.6799	0.6799		2,160.7571	2,160.7571	0.6988		2,175.4326

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0548	0.0606	0.6822	1.4600e-003	0.1255	7.9000e-004	0.1263	0.0333	7.3000e-004	0.0340		101.2740	101.2740	5.6400e-003		101.3925
Total	0.0548	0.0606	0.6822	1.4600e-003	0.1255	7.9000e-004	0.1263	0.0333	7.3000e-004	0.0340		101.2740	101.2740	5.6400e-003		101.3925

3.7 Paving - 2020

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	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.7571	2,160.7571	0.6988		2,175.4326
Paving	1.1751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.5032	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.7571	2,160.7571	0.6988		2,175.4326

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0548	0.0606	0.6822	1.4600e-003	0.0382	7.9000e-004	0.0390	0.0119	7.3000e-004	0.0126		101.2740	101.2740	5.6400e-003		101.3925
Total	0.0548	0.0606	0.6822	1.4600e-003	0.0382	7.9000e-004	0.0390	0.0119	7.3000e-004	0.0126		101.2740	101.2740	5.6400e-003		101.3925

3.7 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2308	12.6607	14.3528	0.0223		0.6652	0.6652		0.6120	0.6120		2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	1.1751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.4059	12.6607	14.3528	0.0223		0.6652	0.6652		0.6120	0.6120		2,160.2530	2,160.2530	0.6987		2,174.9250

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0517	0.0575	0.6492	1.4600e-003	0.1255	8.0000e-004	0.1263	0.0333	7.4000e-004	0.0340		99.7781	99.7781	5.4800e-003		99.8933
Total	0.0517	0.0575	0.6492	1.4600e-003	0.1255	8.0000e-004	0.1263	0.0333	7.4000e-004	0.0340		99.7781	99.7781	5.4800e-003		99.8933

3.7 Paving - 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	lb/day										lb/day					
Off-Road	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	1.1751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.5032	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.2530	2,160.2530	0.6987		2,174.9250

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0517	0.0575	0.6492	1.4600e-003	0.0382	8.0000e-004	0.0390	0.0119	7.4000e-004	0.0126		99.7781	99.7781	5.4800e-003		99.8933
Total	0.0517	0.0575	0.6492	1.4600e-003	0.0382	8.0000e-004	0.0390	0.0119	7.4000e-004	0.0126		99.7781	99.7781	5.4800e-003		99.8933

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Implement NEV Network
- Limit Parking Supply
- Expand Transit Network
- Increase Transit Frequency
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive 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	244.3098	273.7171	1,689.6194	1.9488	113.8841	3.9554	117.8395	30.3991	3.6478	34.0469		147,829.5756	147,829.5756	6.4610		147,965.2564
Unmitigated	270.6458	432.5080	2,370.0137	4.2609	271.6918	8.2768	279.9687	72.5228	7.6285	80.1512		323,568.8177	323,568.8177	12.2905		323,826.9191

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	11.13	11.13	11.13	21,220	8,728
City Park	9.54	9.54	9.54	18,189	7,481
Condo/Townhouse	5,607.90	6,126.48	5197.86	12,579,115	5,451,195
Enclosed Parking Structure	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	63,807.74	73,725.71	37223.80	81,354,957	33,744,726
Single Family Housing	4,476.00	7,368.00	6420.00	11,557,852	5,008,628
User Defined Recreational	0.00	0.00	0.00		
User Defined Recreational	0.00	0.00	0.00		
Total	73,912.31	87,240.86	48,862.33	105,531,333	44,220,758

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	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
City Park	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
Condo/Townhouse	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Regional Shopping Center	12.50	4.20	5.40	16.30	64.70	19.00	54	35	11
Single Family Housing	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.469364	0.065576	0.169825	0.159036	0.038089	0.006139	0.011322	0.071493	0.001371	0.001211	0.003602	0.000518	0.002454

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.8762	16.1349	7.5707	0.1023		1.2963	1.2963		1.2963	1.2963		20,467.4954	20,467.4954	0.3923	0.3752	20,592.0572
NaturalGas Unmitigated	2.1466	18.4609	8.6663	0.1171		1.4831	1.4831		1.4831	1.4831		23,417.2845	23,417.2845	0.4488	0.4293	23,559.7982

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					
Condo/Townhouse	68082.9	0.7342	6.2743	2.6699	0.0401		0.5073	0.5073		0.5073	0.5073		8,009.7564	8,009.7564	0.1535	0.1469	8,058.5024
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	19949.5	0.2151	1.9558	1.6429	0.0117		0.1486	0.1486		0.1486	0.1486		2,346.9950	2,346.9950	0.0450	0.0430	2,361.2784
Single Family Housing	111015	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174
User Defined Recreational	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
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
Total		2.1466	18.4609	8.6663	0.1171		1.4831	1.4831		1.4831	1.4831		23,417.2845	23,417.2845	0.4488	0.4293	23,559.7982

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						
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	17.344	0.1870	1.7004	1.4283	0.0102		0.1292	0.1292		0.1292	0.1292		2,040.4694	2,040.4694	0.0391	0.0374	2,052.8873	
Single Family Housing	97.2967	1.0493	8.9666	3.8156	0.0572		0.7250	0.7250		0.7250	0.7250		11,446.6668	11,446.6668	0.2194	0.2099	11,516.3293	
User Defined Recreational	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
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
Condo/Townhouse	59.3331	0.6399	5.4680	2.3268	0.0349		0.4421	0.4421		0.4421	0.4421		6,980.3593	6,980.3593	0.1338	0.1280	7,022.8406	
Total		1.8762	16.1349	7.5707	0.1023		1.2963	1.2963		1.2963	1.2963		20,467.4954	20,467.4954	0.3923	0.3752	20,592.0572	

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	307.6300	2.0663	176.4538	8.7500e-003		2.0389	2.0389		2.0275	2.0275	0.0000	17,290.4789	17,290.4789	0.5954	0.3114	17,399.5046
Unmitigated	409.3436	2.3065	200.4026	0.0106		2.1793	2.1793		2.1680	2.1680	0.0000	17,344.3834	17,344.3834	0.6794	0.3114	17,455.1739

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	96.8593					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	304.7762					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.5568	7.0000e-005	0.0849	0.0000		1.0756	1.0756		1.0643	1.0643	0.0000	16,983.5294	16,983.5294	0.3255	0.3114	17,086.8883
Landscaping	6.1513	2.3064	200.3177	0.0106		1.1037	1.1037		1.1037	1.1037		360.8540	360.8540	0.3539		368.2856
Total	409.3436	2.3065	200.4026	0.0106		2.1793	2.1793		2.1680	2.1680	0.0000	17,344.3834	17,344.3834	0.6794	0.3114	17,455.1739

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	19.3719					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	281.9892					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.5568	7.0000e-005	0.0849	0.0000		1.0756	1.0756		1.0643	1.0643	0.0000	16,983.5294	16,983.5294	0.3255	0.3114	17,086.8883
Landscaping	4.7121	2.0663	176.3689	8.7500e-003		0.9632	0.9632		0.9632	0.9632		306.9495	306.9495	0.2699		312.6163
Total	307.6300	2.0663	176.4538	8.7500e-003		2.0389	2.0389		2.0275	2.0275	0.0000	17,290.4789	17,290.4789	0.5954	0.3114	17,399.5046

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Reclaimed Water

Use Grey Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

Planning Area 1-8
Salton Sea Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	12,000.00	Space	108.00	4,800,000.00	0
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
Parking Lot	425.00	Space	3.82	170,000.00	0
City Park	7.00	Acre	7.00	304,920.00	0
City Park	6.00	Acre	6.00	261,360.00	0
User Defined Recreational	78.00	User Defined Unit	78.00	0.00	0
User Defined Recreational	0.00	User Defined Unit	0.00	23,000.00	0
Condo/Townhouse	1,206.00	Dwelling Unit	18.84	1,206,000.00	2028
Single Family Housing	1,200.00	Dwelling Unit	234.00	2,160,000.00	2340
Regional Shopping Center	3,138.60	1000sqft	72.05	3,138,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.4	Precipitation Freq (Days)	20
Climate Zone	10			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Private Park 7 acres

25 acres of road

Includes all land uses from Planning Area 1-8

Construction Phase - Construction Assumptions. Assuming Planning Area 1-8 is built at the same time

Off-road Equipment - AAC + 2x(PA1-7)

Off-road Equipment - AAC + 2x(PA1-7)

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Construction assumptions

Off-road Equipment - Received from Applicant.

Trips and VMT - SCAQMDs analysis of Construction Worker and Vendor Trip Rates. PA1-7 trip rate doubled to reflect accelerated construction schedule.

Utilities trip rate set to 20 as stated in DEIS.

On-road Fugitive Dust - 100% paved access roads (via CalEEMod Default Data table).

Grading - All site will be graded (~577 acres).

Architectural Coating -

Vehicle Trips - Private City Park/Open Space

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 100% paved access roads.

Woodstoves - No woodmass

Area Coating -

Energy Use -

Water And Wastewater - Calculated Rates

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Rule 1113: January 1, 2015, required Tier 3 equipment. Applicant agreed to adhere to interim Tier 4 standards.

Mobile Land Use Mitigation - 0.04 low penetration NEV network

Mobile Commute Mitigation - Based on information provided by Applicant.
 Area Mitigation - SCAQMD Rule 1113 Effective Jan 1, 2014.

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Operational Off-Road Equipment - no default

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	5
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	80
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	18.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	660.00	1,385.00
tblConstructionPhase	NumDays	9,300.00	1,044.00
tblConstructionPhase	NumDays	930.00	180.00
tblConstructionPhase	NumDays	660.00	120.00
tblConstructionPhase	NumDays	360.00	20.00
tblConstructionPhase	PhaseEndDate	3/13/2026	7/22/2022
tblConstructionPhase	PhaseEndDate	1/6/2023	5/7/2021
tblConstructionPhase	PhaseEndDate	1/20/2017	11/21/2016
tblConstructionPhase	PhaseStartDate	11/21/2020	4/1/2017
tblConstructionPhase	PhaseStartDate	7/23/2022	11/23/2020
tblConstructionPhase	PhaseStartDate	8/6/2016	6/7/2016
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	NumberGas	1,206.00	402.00
tblFireplaces	NumberGas	1,020.00	400.00
tblFireplaces	NumberNoFireplace	60.00	0.00

tblFireplaces	NumberWood	120.00	0.00
tblGrading	AcresOfGrading	450.00	577.00
tblLandUse	LandUseSquareFeet	0.00	23,000.00
tblLandUse	LotAcreage	0.00	78.00
tblLandUse	LotAcreage	75.38	18.84
tblLandUse	LotAcreage	389.61	234.00
tblLandUse	Population	3,895.00	2,028.00
tblLandUse	Population	3,876.00	2,340.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	9.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	9.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
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	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	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
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblProjectCharacteristics	OperationalYear	2014	2022
tblRoadDust	RoadPercentPave	50	100
tblSequestration	NumberOfNewTrees	0.00	300.00
tblTripsAndVMT	VendorTripNumber	2,040.00	387.00
tblTripsAndVMT	WorkerTripNumber	28.00	20.00
tblTripsAndVMT	WorkerTripNumber	5,554.00	2,168.00
tblTripsAndVMT	WorkerTripNumber	1,111.00	1,740.00
tblVehicleTrips	ST_TR	7.16	5.08
tblVehicleTrips	ST_TR	49.97	23.49
tblVehicleTrips	ST_TR	10.08	6.14
tblVehicleTrips	SU_TR	6.07	4.31
tblVehicleTrips	SU_TR	25.24	11.86
tblVehicleTrips	SU_TR	8.77	5.35
tblVehicleTrips	WD_TR	6.59	4.65
tblVehicleTrips	WD_TR	42.94	20.33
tblVehicleTrips	WD_TR	9.57	3.73
tblWater	IndoorWaterUseRate	78,575,754.90	158,468,400.00
tblWater	IndoorWaterUseRate	232,484,015.93	171,079,397.30
tblWater	IndoorWaterUseRate	78,184,830.75	157,680,000.00
tblWater	OutdoorWaterUseRate	15,489,257.55	36,886,345.00
tblWater	OutdoorWaterUseRate	49,536,888.96	158,468,400.00
tblWater	OutdoorWaterUseRate	142,490,203.31	171,079,397.60
tblWater	OutdoorWaterUseRate	49,290,436.77	157,680,000.00

tblWoodstoves	NumberCatalytic	60.30	0.00
tblWoodstoves	NumberCatalytic	60.00	0.00
tblWoodstoves	NumberNoncatalytic	60.30	0.00
tblWoodstoves	NumberNoncatalytic	60.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	6.8632	79.1841	52.0233	0.0636	18.2169	3.8033	21.3062	9.9706	3.4991	12.8128	0.0000	6,639.2095	6,639.2095	1.9470	0.0000	6,680.0954
2016	21.7041	123.5126	226.0746	0.3283	20.0186	6.4593	25.8799	5.3444	6.0031	10.8516	0.0000	29,046.3102	29,046.3102	3.3849	0.0000	29,117.3938
2017	282.2930	118.7451	300.8896	0.4970	34.5767	6.1047	40.6814	9.2058	5.7746	14.9805	0.0000	41,611.5984	41,611.5984	3.5040	0.0000	41,685.1829
2018	279.2251	106.6062	279.1548	0.4965	34.5758	5.2119	39.7876	9.2054	4.9341	14.1395	0.0000	40,363.5911	40,363.5911	3.3411	0.0000	40,433.7540
2019	276.9493	97.2469	262.9164	0.4960	34.5749	4.5336	39.1085	9.2051	4.2915	13.4966	0.0000	39,189.5721	39,189.5721	3.2066	0.0000	39,256.9110
2020	275.0072	87.9584	248.5569	0.4956	34.5740	3.9590	38.5330	9.2047	3.7471	12.9518	0.0000	37,920.7928	37,920.7928	3.0992	0.0000	37,985.8766
2021	263.0766	26.1902	83.9298	0.1926	14.6836	1.1348	15.8183	3.8947	1.0748	4.9695	0.0000	14,108.4027	14,108.4027	1.4173	0.0000	14,138.1658
2022	260.3758	12.6914	66.0280	0.1689	14.5581	0.4196	14.9777	3.8614	0.4129	4.2744	0.0000	11,697.3712	11,697.3712	0.6913	0.0000	11,711.8892
Total	1,665.4944	652.1349	1,519.5733	2.7383	205.7785	31.6261	236.0927	59.8922	29.7371	88.4766	0.0000	220,576.8480	220,576.8480	20.5915	0.0000	221,009.2686

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	409.3436	2.3065	200.4026	0.0106		2.1793	2.1793		2.1680	2.1680	0.0000	17,344.38 34	17,344.38 34	0.6794	0.3114	17,455.17 39
Energy	2.1466	18.4609	8.6663	0.1171		1.4831	1.4831		1.4831	1.4831		23,417.28 45	23,417.28 45	0.4488	0.4293	23,559.79 82
Mobile	222.8260	462.9691	2,553.770 4	4.0407	271.6918	8.3386	280.0304	72.5228	7.6852	80.2080		307,900.1 807	307,900.1 807	12.3482		308,159.4 917
Total	634.3162	483.7365	2,762.839 3	4.1684	271.6918	12.0009	283.6927	72.5228	11.3363	83.8590	0.0000	348,661.8 486	348,661.8 486	13.4764	0.7407	349,174.4 639

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	307.6300	2.0663	176.4538	8.7500e- 003		2.0389	2.0389		2.0275	2.0275	0.0000	17,290.47 89	17,290.47 89	0.5954	0.3114	17,399.50 46
Energy	1.8762	16.1349	7.5707	0.1023		1.2963	1.2963		1.2963	1.2963		20,467.49 54	20,467.49 54	0.3923	0.3752	20,592.05 72
Mobile	199.5254	287.9884	2,013.593 8	1.8527	113.8841	4.0171	117.9012	30.3991	3.7045	34.1037		140,547.6 938	140,547.6 938	6.5186		140,684.5 843
Total	509.0316	306.1896	2,197.618 3	1.9638	113.8841	7.3522	121.2363	30.3991	7.0284	37.4275	0.0000	178,305.6 681	178,305.6 681	7.5063	0.6866	178,676.1 461

	ROG	NOx	CO	SO2	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	19.75	36.70	20.46	52.89	58.08	38.74	57.26	58.08	38.00	55.37	0.00	48.86	48.86	44.30	7.30	48.83

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	11/1/2015	11/27/2015	5	20	
2	Grading	Grading	11/28/2015	8/5/2016	5	180	
3	Utilities	Trenching	6/7/2016	11/21/2016	5	120	
4	Building Construction	Building Construction	11/22/2016	11/20/2020	5	1044	
5	Architectural Coating	Architectural Coating	4/1/2017	7/22/2022	5	1385	
6	Paving	Paving	11/23/2020	5/7/2021	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 577

Acres of Paving: 0

Residential Indoor: 6,816,150; Residential Outdoor: 2,272,050; Non-Residential Indoor: 16,066,470; Non-Residential Outdoor: 5,355,490
(Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Utilities	Air Compressors	1	8.00	78	0.48
Utilities	Forklifts	1	8.00	89	0.20
Utilities	Generator Sets	1	8.00	84	0.74
Utilities	Off-Highway Trucks	2	8.00	400	0.38
Utilities	Signal Boards	1	8.00	6	0.82
Utilities	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Utilities	Trenchers	1	8.00	80	0.50
Utilities	Welders	1	8.00	46	0.45
Building Construction	Forklifts	9	8.00	89	0.20
Building Construction	Generator Sets	3	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	9	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	3	8.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

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	8	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	11	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	24	2,168.00	387.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	3	1,740.00	0.00	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

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412		4,111.744 4	4,111.744 4	1.2275		4,137.522 5
Total	5.2609	56.8897	42.6318	0.0391	18.0663	3.0883	21.1545	9.9307	2.8412	12.7719		4,111.744 4	4,111.744 4	1.2275		4,137.522 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	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	0.0792	0.1237	1.0650	1.6300e-003	0.1506	1.0300e-003	0.1516	0.0400	9.4000e-004	0.0409		137.6696	137.6696	9.4800e-003		137.8687
Total	0.0792	0.1237	1.0650	1.6300e-003	0.1506	1.0300e-003	0.1516	0.0400	9.4000e-004	0.0409		137.6696	137.6696	9.4800e-003		137.8687

3.2 Site Preparation - 2015**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.6936	0.0000	6.6936	3.6793	0.0000	3.6793			0.0000			0.0000
Off-Road	0.7103	12.3804	23.4003	0.0391		0.0634	0.0634		0.0634	0.0634	0.0000	4,111.744 4	4,111.744 4	1.2275		4,137.522 4
Total	0.7103	12.3804	23.4003	0.0391	6.6936	0.0634	6.7570	3.6793	0.0634	3.7428	0.0000	4,111.744 4	4,111.744 4	1.2275		4,137.522 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0792	0.1237	1.0650	1.6300e-003	0.0459	1.0300e-003	0.0469	0.0142	9.4000e-004	0.0152		137.6696	137.6696	9.4800e-003		137.8687
Total	0.0792	0.1237	1.0650	1.6300e-003	0.0459	1.0300e-003	0.0469	0.0142	9.4000e-004	0.0152		137.6696	137.6696	9.4800e-003		137.8687

3.3 Grading - 2015

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					9.4216	0.0000	9.4216	3.6773	0.0000	3.6773			0.0000			0.0000
Off-Road	6.7751	79.0467	50.8400	0.0618		3.8022	3.8022		3.4980	3.4980		6,486.2433	6,486.2433	1.9364		6,526.9080
Total	6.7751	79.0467	50.8400	0.0618	9.4216	3.8022	13.2238	3.6773	3.4980	7.1753		6,486.2433	6,486.2433	1.9364		6,526.9080

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0881	0.1374	1.1833	1.8100e-003	0.1673	1.1500e-003	0.1685	0.0444	1.0500e-003	0.0454		152.9662	152.9662	0.0105		153.1874
Total	0.0881	0.1374	1.1833	1.8100e-003	0.1673	1.1500e-003	0.1685	0.0444	1.0500e-003	0.0454		152.9662	152.9662	0.0105		153.1874

3.3 Grading - 2015

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					3.4907	0.0000	3.4907	1.3624	0.0000	1.3624			0.0000			0.0000
Off-Road	0.9779	20.2885	37.9432	0.0618		0.1009	0.1009		0.1009	0.1009	0.0000	6,486.2433	6,486.2433	1.9364		6,526.9080
Total	0.9779	20.2885	37.9432	0.0618	3.4907	0.1009	3.5916	1.3624	0.1009	1.4633	0.0000	6,486.2433	6,486.2433	1.9364		6,526.9080

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0881	0.1374	1.1833	1.8100e-003	0.0510	1.1500e-003	0.0521	0.0158	1.0500e-003	0.0169		152.9662	152.9662	0.0105		153.1874
Total	0.0881	0.1374	1.1833	1.8100e-003	0.0510	1.1500e-003	0.0521	0.0158	1.0500e-003	0.0169		152.9662	152.9662	0.0105		153.1874

3.3 Grading - 2016

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					9.4216	0.0000	9.4216	3.6773	0.0000	3.6773			0.0000			0.0000
Off-Road	6.4795	74.8137	49.1374	0.0617		3.5842	3.5842		3.2975	3.2975		6,414.9807	6,414.9807	1.9350		6,455.6154
Total	6.4795	74.8137	49.1374	0.0617	9.4216	3.5842	13.0058	3.6773	3.2975	6.9748		6,414.9807	6,414.9807	1.9350		6,455.6154

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0788	0.1240	1.0606	1.8100e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		147.0651	147.0651	9.6700e-003		147.2681
Total	0.0788	0.1240	1.0606	1.8100e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		147.0651	147.0651	9.6700e-003		147.2681

3.3 Grading - 2016

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					3.4907	0.0000	3.4907	1.3624	0.0000	1.3624			0.0000			0.0000
Off-Road	0.9779	20.2885	37.9432	0.0617		0.1009	0.1009		0.1009	0.1009	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154
Total	0.9779	20.2885	37.9432	0.0617	3.4907	0.1009	3.5916	1.3624	0.1009	1.4633	0.0000	6,414.9807	6,414.9807	1.9350		6,455.6154

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0788	0.1240	1.0606	1.8100e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		147.0651	147.0651	9.6700e-003		147.2681
Total	0.0788	0.1240	1.0606	1.8100e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		147.0651	147.0651	9.6700e-003		147.2681

3.4 Utilities - 2016

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	5.4384	48.4509	30.0081	0.0544		2.8728	2.8728		2.7035	2.7035		5,478.2585	5,478.2585	1.4306		5,508.3013
Total	5.4384	48.4509	30.0081	0.0544		2.8728	2.8728		2.7035	2.7035		5,478.2585	5,478.2585	1.4306		5,508.3013

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0788	0.1240	1.0606	1.8100e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		147.0651	147.0651	9.6700e-003		147.2681
Total	0.0788	0.1240	1.0606	1.8100e-003	0.1673	1.0900e-003	0.1684	0.0444	1.0100e-003	0.0454		147.0651	147.0651	9.6700e-003		147.2681

3.4 Utilities - 2016

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	1.5226	22.3013	33.2391	0.0544		0.5173	0.5173		0.4867	0.4867	0.0000	5,478.2585	5,478.2585	1.4306		5,508.3013
Total	1.5226	22.3013	33.2391	0.0544		0.5173	0.5173		0.4867	0.4867	0.0000	5,478.2585	5,478.2585	1.4306		5,508.3013

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0788	0.1240	1.0606	1.8100e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		147.0651	147.0651	9.6700e-003		147.2681
Total	0.0788	0.1240	1.0606	1.8100e-003	0.0510	1.0900e-003	0.0521	0.0158	1.0100e-003	0.0168		147.0651	147.0651	9.6700e-003		147.2681

3.5 Building Construction - 2016

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	8.7118	66.7857	50.3989	0.0692		5.1679	5.1679		4.8699	4.8699		6,833.1299	6,833.1299	1.6318		6,867.3967
Total	8.7118	66.7857	50.3989	0.0692		5.1679	5.1679		4.8699	4.8699		6,833.1299	6,833.1299	1.6318		6,867.3967

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	4.4513	28.4851	60.7122	0.0631	1.8795	0.5748	2.4543	0.5331	0.5284	1.0615		6,271.3256	6,271.3256	0.0442		6,272.2533
Worker	8.5410	13.4412	114.9635	0.1960	18.1390	0.1187	18.2577	4.8113	0.1090	4.9203		15,941.8547	15,941.8547	1.0481		15,963.8648
Total	12.9923	41.9263	175.6756	0.2591	20.0186	0.6934	20.7120	5.3444	0.6374	5.9818		22,213.1803	22,213.1803	1.0923		22,236.1181

3.5 Building Construction - 2016

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	1.4307	30.2596	48.1924	0.0692		0.2347	0.2347		0.2347	0.2347	0.0000	6,833.1299	6,833.1299	1.6318		6,867.3966
Total	1.4307	30.2596	48.1924	0.0692		0.2347	0.2347		0.2347	0.2347	0.0000	6,833.1299	6,833.1299	1.6318		6,867.3966

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	4.4513	28.4851	60.7122	0.0631	0.7744	0.5748	1.3492	0.2618	0.5284	0.7902		6,271.3256	6,271.3256	0.0442		6,272.2533
Worker	8.5410	13.4412	114.9635	0.1960	5.5271	0.1187	5.6458	1.7156	0.1090	1.8246		15,941.8547	15,941.8547	1.0481		15,963.8648
Total	12.9923	41.9263	175.6756	0.2591	6.3015	0.6934	6.9949	1.9774	0.6374	2.6148		22,213.1803	22,213.1803	1.0923		22,236.1181

3.5 Building Construction - 2017

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	7.9625	62.4472	49.8451	0.0691		4.7009	4.7009		4.4276	4.4276		6,762.2143	6,762.2143	1.5945		6,795.6995
Total	7.9625	62.4472	49.8451	0.0691		4.7009	4.7009		4.4276	4.4276		6,762.2143	6,762.2143	1.5945		6,795.6995

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.9306	25.5206	56.7886	0.0630	1.8797	0.5027	2.3824	0.5331	0.4622	0.9954		6,164.6027	6,164.6027	0.0417		6,165.4777
Worker	7.6611	12.2253	103.6200	0.1958	18.1390	0.1152	18.2542	4.8113	0.1062	4.9175		15,288.6102	15,288.6102	0.9703		15,308.9856
Total	11.5916	37.7459	160.4085	0.2588	20.0187	0.6180	20.6366	5.3444	0.5685	5.9129		21,453.2129	21,453.2129	1.0119		21,474.4632

3.5 Building Construction - 2017

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	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,762.2143	6,762.2143	1.5945		6,795.6995
Total	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,762.2143	6,762.2143	1.5945		6,795.6995

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.9306	25.5206	56.7886	0.0630	0.7745	0.5027	1.2772	0.2619	0.4622	0.7241		6,164.6027	6,164.6027	0.0417		6,165.4777
Worker	7.6611	12.2253	103.6200	0.1958	5.5271	0.1152	5.6424	1.7156	0.1062	1.8219		15,288.6102	15,288.6102	0.9703		15,308.9856
Total	11.5916	37.7459	160.4085	0.2588	6.3016	0.6180	6.9196	1.9775	0.5685	2.5459		21,453.2129	21,453.2129	1.0119		21,474.4632

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.8397	55.2240	48.7502	0.0691		3.9343	3.9343		3.7097	3.7097		6,690.6088	6,690.6088	1.5615		6,723.3994
Total	6.8397	55.2240	48.7502	0.0691		3.9343	3.9343		3.7097	3.7097		6,690.6088	6,690.6088	1.5615		6,723.3994

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.4975	23.1794	53.5527	0.0628	1.8787	0.4710	2.3497	0.5327	0.4332	0.9659		6,053.8416	6,053.8416	0.0409		6,054.7012
Worker	6.8970	11.1950	93.9957	0.1957	18.1390	0.1134	18.2524	4.8113	0.1049	4.9161		14,697.4349	14,697.4349	0.9052		14,716.4444
Total	10.3945	34.3744	147.5484	0.2584	20.0177	0.5844	20.6021	5.3440	0.5380	5.8820		20,751.2764	20,751.2764	0.9461		20,771.1455

3.5 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,690.6088	6,690.6088	1.5615		6,723.3994
Total	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,690.6088	6,690.6088	1.5615		6,723.3994

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.4975	23.1794	53.5527	0.0628	0.7735	0.4710	1.2445	0.2615	0.4332	0.6946		6,053.8416	6,053.8416	0.0409		6,054.7012
Worker	6.8970	11.1950	93.9957	0.1957	5.5271	0.1134	5.6405	1.7156	0.1049	1.8205		14,697.4349	14,697.4349	0.9052		14,716.4444
Total	10.3945	34.3744	147.5484	0.2584	6.3006	0.5844	6.8850	1.9771	0.5380	2.5151		20,751.2764	20,751.2764	0.9461		20,771.1455

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.0223	50.0976	48.0626	0.0691		3.3767	3.3767		3.1847	3.1847		6,621.2973	6,621.2973	1.5291		6,653.4076
Total	6.0223	50.0976	48.0626	0.0691		3.3767	3.3767		3.1847	3.1847		6,621.2973	6,621.2973	1.5291		6,653.4076

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.1982	21.1815	51.1175	0.0626	1.8778	0.4373	2.3151	0.5324	0.4022	0.9346		5,945.5413	5,945.5413	0.0402		5,946.3856
Worker	6.3254	10.3331	86.7483	0.1955	18.1390	0.1135	18.2525	4.8113	0.1052	4.9164		14,144.6696	14,144.6696	0.8556		14,162.6368
Total	9.5236	31.5146	137.8658	0.2581	20.0169	0.5508	20.5676	5.3436	0.5073	5.8510		20,090.2109	20,090.2109	0.8958		20,109.0225

3.5 Building Construction - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,621.2973	6,621.2973	1.5291		6,653.4076
Total	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,621.2973	6,621.2973	1.5291		6,653.4076

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.1982	21.1815	51.1175	0.0626	0.7727	0.4373	1.2100	0.2611	0.4022	0.6633		5,945.5413	5,945.5413	0.0402		5,946.3856
Worker	6.3254	10.3331	86.7483	0.1955	5.5271	0.1135	5.6406	1.7156	0.1052	1.8208		14,144.6696	14,144.6696	0.8556		14,162.6368
Total	9.5236	31.5146	137.8658	0.2581	6.2998	0.5508	6.8506	1.9767	0.5073	2.4840		20,090.2109	20,090.2109	0.8958		20,109.0225

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.4051	45.7736	47.5573	0.0691		2.9174	2.9174		2.7520	2.7520		6,530.7309	6,530.7309	1.5036		6,562.3066
Total	5.4051	45.7736	47.5573	0.0691		2.9174	2.9174		2.7520	2.7520		6,530.7309	6,530.7309	1.5036		6,562.3066

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.7312	18.0134	47.7123	0.0624	1.8770	0.3928	2.2697	0.5320	0.3613	0.8933		5,804.1901	5,804.1901	0.0388		5,805.0038
Worker	5.9034	9.6728	80.9735	0.1954	18.1390	0.1137	18.2527	4.8113	0.1054	4.9167		13,569.4607	13,569.4607	0.8153		13,586.5828
Total	8.6345	27.6862	128.6859	0.2578	20.0160	0.5065	20.5225	5.3433	0.4668	5.8100		19,373.6508	19,373.6508	0.8541		19,391.5866

3.5 Building Construction - 2020

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	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,530.7309	6,530.7309	1.5036		6,562.3066
Total	1.4307	30.2596	48.1924	0.0691		0.2347	0.2347		0.2347	0.2347	0.0000	6,530.7309	6,530.7309	1.5036		6,562.3066

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	2.7312	18.0134	47.7123	0.0624	0.7718	0.3928	1.1646	0.2607	0.3613	0.6221		5,804.1901	5,804.1901	0.0388		5,805.0038
Worker	5.9034	9.6728	80.9735	0.1954	5.5271	0.1137	5.6408	1.7156	0.1054	1.8210		13,569.4607	13,569.4607	0.8153		13,586.5828
Total	8.6345	27.6862	128.6859	0.2578	6.2989	0.5065	6.8054	1.9764	0.4668	2.4431		19,373.6508	19,373.6508	0.8541		19,391.5866

3.6 Architectural Coating - 2017

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	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.3292	8.7401	7.4723	0.0119		0.6933	0.6933		0.6933	0.6933		1,125.792 2	1,125.792 2	0.1189		1,128.288 2
Total	256.5902	8.7401	7.4723	0.0119		0.6933	0.6933		0.6933	0.6933		1,125.792 2	1,125.792 2	0.1189		1,128.288 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	6.1486	9.8118	83.1636	0.1572	14.5581	0.0925	14.6505	3.8614	0.0853	3.9467		12,270.37 91	12,270.37 91	0.7787		12,286.73 20
Total	6.1486	9.8118	83.1636	0.1572	14.5581	0.0925	14.6505	3.8614	0.0853	3.9467		12,270.37 91	12,270.37 91	0.7787		12,286.73 20

3.6 Architectural Coating - 2017

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	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2179	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.1189		1,128.288 2
Total	255.4789	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.1189		1,128.288 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	6.1486	9.8118	83.1636	0.1572	4.4360	0.0925	4.5285	1.3769	0.0853	1.4622		12,270.37 91	12,270.37 91	0.7787		12,286.73 20
Total	6.1486	9.8118	83.1636	0.1572	4.4360	0.0925	4.5285	1.3769	0.0853	1.4622		12,270.37 91	12,270.37 91	0.7787		12,286.73 20

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.1945	8.0230	7.4168	0.0119		0.6022	0.6022		0.6022	0.6022		1,125.7942	1,125.7942	0.1070		1,128.0406
Total	256.4555	8.0230	7.4168	0.0119		0.6022	0.6022		0.6022	0.6022		1,125.7942	1,125.7942	0.1070		1,128.0406

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	5.5354	8.9849	75.4394	0.1570	14.5581	0.0910	14.6491	3.8614	0.0842	3.9456		11,795.9118	11,795.9118	0.7265		11,811.1685
Total	5.5354	8.9849	75.4394	0.1570	14.5581	0.0910	14.6491	3.8614	0.0842	3.9456		11,795.9118	11,795.9118	0.7265		11,811.1685

3.6 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2179	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.794 2	1,125.794 2	0.1070		1,128.040 6
Total	255.4789	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.794 2	1,125.794 2	0.1070		1,128.040 6

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	5.5354	8.9849	75.4394	0.1570	4.4360	0.0910	4.5270	1.3769	0.0842	1.4611		11,795.91 18	11,795.91 18	0.7265		11,811.16 85
Total	5.5354	8.9849	75.4394	0.1570	4.4360	0.0910	4.5270	1.3769	0.0842	1.4611		11,795.91 18	11,795.91 18	0.7265		11,811.16 85

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.0658	7.3415	7.3653	0.0119		0.5151	0.5151		0.5151	0.5151		1,125.792 2	1,125.792 2	0.0951		1,127.789 0
Total	256.3268	7.3415	7.3653	0.0119		0.5151	0.5151		0.5151	0.5151		1,125.792 2	1,125.792 2	0.0951		1,127.789 0

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	5.0766	8.2932	69.6227	0.1569	14.5581	0.0911	14.6491	3.8614	0.0844	3.9458		11,352.27 17	11,352.27 17	0.6867		11,366.69 19
Total	5.0766	8.2932	69.6227	0.1569	14.5581	0.0911	14.6491	3.8614	0.0844	3.9458		11,352.27 17	11,352.27 17	0.6867		11,366.69 19

3.6 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2179	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0951		1,127.789 0
Total	255.4789	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0951		1,127.789 0

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	5.0766	8.2932	69.6227	0.1569	4.4360	0.0911	4.5271	1.3769	0.0844	1.4613		11,352.27 17	11,352.27 17	0.6867		11,366.69 19
Total	5.0766	8.2932	69.6227	0.1569	4.4360	0.0911	4.5271	1.3769	0.0844	1.4613		11,352.27 17	11,352.27 17	0.6867		11,366.69 19

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9687	6.7354	7.3257	0.0119		0.4437	0.4437		0.4437	0.4437		1,125.792 2	1,125.792 2	0.0872		1,127.622 6
Total	256.2297	6.7354	7.3257	0.0119		0.4437	0.4437		0.4437	0.4437		1,125.792 2	1,125.792 2	0.0872		1,127.622 6

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.7380	7.7632	64.9880	0.1568	14.5581	0.0913	14.6493	3.8614	0.0846	3.9461		10,890.61 88	10,890.61 88	0.6544		10,904.36 08
Total	4.7380	7.7632	64.9880	0.1568	14.5581	0.0913	14.6493	3.8614	0.0846	3.9461		10,890.61 88	10,890.61 88	0.6544		10,904.36 08

3.6 Architectural Coating - 2020

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	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2179	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0872		1,127.622 6
Total	255.4789	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0872		1,127.622 6

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.7380	7.7632	64.9880	0.1568	4.4360	0.0913	4.5273	1.3769	0.0846	1.4615		10,890.61 88	10,890.61 88	0.6544		10,904.36 08
Total	4.7380	7.7632	64.9880	0.1568	4.4360	0.0913	4.5273	1.3769	0.0846	1.4615		10,890.61 88	10,890.61 88	0.6544		10,904.36 08

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.8756	6.1074	7.2702	0.0119		0.3764	0.3764		0.3764	0.3764		1,125.792 2	1,125.792 2	0.0773		1,127.414 6
Total	256.1366	6.1074	7.2702	0.0119		0.3764	0.3764		0.3764	0.3764		1,125.792 2	1,125.792 2	0.0773		1,127.414 6

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.4954	7.3587	61.7743	0.1570	14.5581	0.0924	14.6505	3.8614	0.0857	3.9471		10,729.85 88	10,729.85 88	0.6359		10,743.21 22
Total	4.4954	7.3587	61.7743	0.1570	14.5581	0.0924	14.6505	3.8614	0.0857	3.9471		10,729.85 88	10,729.85 88	0.6359		10,743.21 22

3.6 Architectural Coating - 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	lb/day										lb/day					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2179	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0773		1,127.414 6
Total	255.4789	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0773		1,127.414 6

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.4954	7.3587	61.7743	0.1570	4.4360	0.0924	4.5284	1.3769	0.0857	1.4626		10,729.85 88	10,729.85 88	0.6359		10,743.21 22
Total	4.4954	7.3587	61.7743	0.1570	4.4360	0.0924	4.5284	1.3769	0.0857	1.4626		10,729.85 88	10,729.85 88	0.6359		10,743.21 22

3.6 Architectural Coating - 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					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.8182	5.6339	7.2544	0.0119		0.3269	0.3269		0.3269	0.3269		1,125.792 2	1,125.792 2	0.0733		1,127.331 4
Total	256.0792	5.6339	7.2544	0.0119		0.3269	0.3269		0.3269	0.3269		1,125.792 2	1,125.792 2	0.0733		1,127.331 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.2967	7.0575	58.7736	0.1570	14.5581	0.0928	14.6508	3.8614	0.0861	3.9475		10,571.57 90	10,571.57 90	0.6180		10,584.55 78
Total	4.2967	7.0575	58.7736	0.1570	14.5581	0.0928	14.6508	3.8614	0.0861	3.9475		10,571.57 90	10,571.57 90	0.6180		10,584.55 78

3.6 Architectural Coating - 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					
Archit. Coating	255.2610					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2179	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0733		1,127.331 4
Total	255.4789	4.2393	7.3297	0.0119		0.0159	0.0159		0.0159	0.0159	0.0000	1,125.792 2	1,125.792 2	0.0733		1,127.331 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.2967	7.0575	58.7736	0.1570	4.4360	0.0928	4.5288	1.3769	0.0861	1.4630		10,571.57 90	10,571.57 90	0.6180		10,584.55 78
Total	4.2967	7.0575	58.7736	0.1570	4.4360	0.0928	4.5288	1.3769	0.0861	1.4630		10,571.57 90	10,571.57 90	0.6180		10,584.55 78

3.7 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3301	13.7845	14.3523	0.0223		0.7390	0.7390		0.6799	0.6799		2,160.7571	2,160.7571	0.6988		2,175.4326
Paving	1.1751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5051	13.7845	14.3523	0.0223		0.7390	0.7390		0.6799	0.6799		2,160.7571	2,160.7571	0.6988		2,175.4326

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0408	0.0669	0.5602	1.3500e-003	0.1255	7.9000e-004	0.1263	0.0333	7.3000e-004	0.0340		93.8847	93.8847	5.6400e-003		94.0031
Total	0.0408	0.0669	0.5602	1.3500e-003	0.1255	7.9000e-004	0.1263	0.0333	7.3000e-004	0.0340		93.8847	93.8847	5.6400e-003		94.0031

3.7 Paving - 2020

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	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.7571	2,160.7571	0.6988		2,175.4326
Paving	1.1751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.5032	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.7571	2,160.7571	0.6988		2,175.4326

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0408	0.0669	0.5602	1.3500e-003	0.0382	7.9000e-004	0.0390	0.0119	7.3000e-004	0.0126		93.8847	93.8847	5.6400e-003		94.0031
Total	0.0408	0.0669	0.5602	1.3500e-003	0.0382	7.9000e-004	0.0390	0.0119	7.3000e-004	0.0126		93.8847	93.8847	5.6400e-003		94.0031

3.7 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2308	12.6607	14.3528	0.0223		0.6652	0.6652		0.6120	0.6120		2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	1.1751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.4059	12.6607	14.3528	0.0223		0.6652	0.6652		0.6120	0.6120		2,160.2530	2,160.2530	0.6987		2,174.9250

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0388	0.0634	0.5325	1.3500e-003	0.1255	8.0000e-004	0.1263	0.0333	7.4000e-004	0.0340		92.4988	92.4988	5.4800e-003		92.6139
Total	0.0388	0.0634	0.5325	1.3500e-003	0.1255	8.0000e-004	0.1263	0.0333	7.4000e-004	0.0340		92.4988	92.4988	5.4800e-003		92.6139

3.7 Paving - 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	lb/day										lb/day					
Off-Road	0.3281	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.2530	2,160.2530	0.6987		2,174.9250
Paving	1.1751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.5032	9.8256	16.9276	0.0223		0.0366	0.0366		0.0366	0.0366	0.0000	2,160.2530	2,160.2530	0.6987		2,174.9250

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0388	0.0634	0.5325	1.3500e-003	0.0382	8.0000e-004	0.0390	0.0119	7.4000e-004	0.0126		92.4988	92.4988	5.4800e-003		92.6139
Total	0.0388	0.0634	0.5325	1.3500e-003	0.0382	8.0000e-004	0.0390	0.0119	7.4000e-004	0.0126		92.4988	92.4988	5.4800e-003		92.6139

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Implement NEV Network
- Limit Parking Supply
- Expand Transit Network
- Increase Transit Frequency
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive 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	199.5254	287.9884	2,013.5938	1.8527	113.8841	4.0171	117.9012	30.3991	3.7045	34.1037		140,547.6938	140,547.6938	6.5186		140,684.5843
Unmitigated	222.8260	462.9691	2,553.7704	4.0407	271.6918	8.3386	280.0304	72.5228	7.6852	80.2080		307,900.1807	307,900.1807	12.3482		308,159.4917

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	11.13	11.13	11.13	21,220	8,728
City Park	9.54	9.54	9.54	18,189	7,481
Condo/Townhouse	5,607.90	6,126.48	5197.86	12,579,115	5,451,195
Enclosed Parking Structure	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	63,807.74	73,725.71	37223.80	81,354,957	33,744,726
Single Family Housing	4,476.00	7,368.00	6420.00	11,557,852	5,008,628
User Defined Recreational	0.00	0.00	0.00		
User Defined Recreational	0.00	0.00	0.00		
Total	73,912.31	87,240.86	48,862.33	105,531,333	44,220,758

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	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
City Park	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
Condo/Townhouse	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Regional Shopping Center	12.50	4.20	5.40	16.30	64.70	19.00	54	35	11
Single Family Housing	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.469364	0.065576	0.169825	0.159036	0.038089	0.006139	0.011322	0.071493	0.001371	0.001211	0.003602	0.000518	0.002454

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.8762	16.1349	7.5707	0.1023		1.2963	1.2963		1.2963	1.2963		20,467.4954	20,467.4954	0.3923	0.3752	20,592.0572
NaturalGas Unmitigated	2.1466	18.4609	8.6663	0.1171		1.4831	1.4831		1.4831	1.4831		23,417.2845	23,417.2845	0.4488	0.4293	23,559.7982

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					
Condo/Townhouse	68082.9	0.7342	6.2743	2.6699	0.0401		0.5073	0.5073		0.5073	0.5073		8,009.7564	8,009.7564	0.1535	0.1469	8,058.5024
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	19949.5	0.2151	1.9558	1.6429	0.0117		0.1486	0.1486		0.1486	0.1486		2,346.9950	2,346.9950	0.0450	0.0430	2,361.2784
Single Family Housing	111015	1.1972	10.2308	4.3535	0.0653		0.8272	0.8272		0.8272	0.8272		13,060.5331	13,060.5331	0.2503	0.2394	13,140.0174
User Defined Recreational	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
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
Total		2.1466	18.4609	8.6663	0.1171		1.4831	1.4831		1.4831	1.4831		23,417.2845	23,417.2845	0.4488	0.4293	23,559.7982

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					
Condo/Townhouse	59.3331	0.6399	5.4680	2.3268	0.0349		0.4421	0.4421		0.4421	0.4421		6,980.3593	6,980.3593	0.1338	0.1280	7,022.8406
Enclosed Parking Structure	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
Other Asphalt Surfaces	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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	17.344	0.1870	1.7004	1.4283	0.0102		0.1292	0.1292		0.1292	0.1292		2,040.4694	2,040.4694	0.0391	0.0374	2,052.8873
Single Family Housing	97.2967	1.0493	8.9666	3.8156	0.0572		0.7250	0.7250		0.7250	0.7250		11,446.6668	11,446.6668	0.2194	0.2099	11,516.3293
User Defined Recreational	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
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
Total		1.8762	16.1349	7.5707	0.1023		1.2963	1.2963		1.2963	1.2963		20,467.4954	20,467.4954	0.3923	0.3752	20,592.0572

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use only Natural Gas Hearths
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	307.6300	2.0663	176.4538	8.7500e-003		2.0389	2.0389		2.0275	2.0275	0.0000	17,290.4789	17,290.4789	0.5954	0.3114	17,399.5046
Unmitigated	409.3436	2.3065	200.4026	0.0106		2.1793	2.1793		2.1680	2.1680	0.0000	17,344.3834	17,344.3834	0.6794	0.3114	17,455.1739

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	96.8593					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	304.7762					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.5568	7.0000e-005	0.0849	0.0000		1.0756	1.0756		1.0643	1.0643	0.0000	16,983.5294	16,983.5294	0.3255	0.3114	17,086.8883
Landscaping	6.1513	2.3064	200.3177	0.0106		1.1037	1.1037		1.1037	1.1037		360.8540	360.8540	0.3539		368.2856
Total	409.3436	2.3065	200.4026	0.0106		2.1793	2.1793		2.1680	2.1680	0.0000	17,344.3834	17,344.3834	0.6794	0.3114	17,455.1739

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	19.3719					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	281.9892					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.5568	7.0000e-005	0.0849	0.0000		1.0756	1.0756		1.0643	1.0643	0.0000	16,983.5294	16,983.5294	0.3255	0.3114	17,086.8883
Landscaping	4.7121	2.0663	176.3689	8.7500e-003		0.9632	0.9632		0.9632	0.9632		306.9495	306.9495	0.2699		312.6163
Total	307.6300	2.0663	176.4538	8.7500e-003		2.0389	2.0389		2.0275	2.0275	0.0000	17,290.4789	17,290.4789	0.5954	0.3114	17,399.5046

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Reclaimed Water

Use Grey Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

Planning Area 1-8
Salton Sea Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	12,000.00	Space	108.00	4,800,000.00	0
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
Other Asphalt Surfaces	25.00	Acre	25.00	1,089,000.00	0
Parking Lot	425.00	Space	3.82	170,000.00	0
City Park	7.00	Acre	7.00	304,920.00	0
City Park	6.00	Acre	6.00	261,360.00	0
User Defined Recreational	78.00	User Defined Unit	78.00	0.00	0
User Defined Recreational	0.00	User Defined Unit	0.00	23,000.00	0
Condo/Townhouse	1,206.00	Dwelling Unit	18.84	1,206,000.00	2171
Single Family Housing	1,200.00	Dwelling Unit	234.00	2,160,000.00	2160
Regional Shopping Center	3,138.60	1000sqft	72.05	3,138,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.4	Precipitation Freq (Days)	20
Climate Zone	10			Operational Year	2011
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Private Park 7 acres

25 acres of road

Includes all land uses from Planning Area 1-8

Population counts derived from Traffic Study.

Construction Phase - Construction Assumptions. Assuming Planning Area 1-8 is built at the same time

Off-road Equipment - AAC + 2x(PA1-7)

Off-road Equipment - AAC + 2x(PA1-7)

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Construction assumptions

Off-road Equipment - Received from Applicant.

Trips and VMT - SCAQMDs analysis of Construction Worker and Vendor Trip Rates. PA1-7 trip rate doubled to reflect accelerated construction schedule.

Utilities trip rate set to 20 as stated in DEIS.

On-road Fugitive Dust - 100% paved access roads (via CalEEMod Default Data table).

Grading - All site will be graded (~577 acres).

Architectural Coating -

Vehicle Trips - Private City Park/Open Space

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Road Dust - 100% paved access roads.

Woodstoves - No woodmass

Area Coating -

Energy Use -

Water And Wastewater - Calculated Rates

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - Rule 1113: January 1, 2015, required Tier 3 equipment. Applicant agreed to adhere to interim Tier 4 standards.

Mobile Land Use Mitigation - 0.04 low penetration NEV network

Mobile Commute Mitigation - Based on information provided by Applicant.

Area Mitigation - SCAQMD Rule 1113 Effective Jan 1, 2014.

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Operational Off-Road Equipment - no default

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	5
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	80
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	18.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	660.00	1,385.00
tblConstructionPhase	NumDays	9,300.00	1,044.00
tblConstructionPhase	NumDays	930.00	180.00
tblConstructionPhase	NumDays	660.00	120.00
tblConstructionPhase	NumDays	360.00	20.00
tblConstructionPhase	PhaseEndDate	3/13/2026	7/22/2022
tblConstructionPhase	PhaseEndDate	1/6/2023	5/7/2021
tblConstructionPhase	PhaseEndDate	1/20/2017	11/21/2016
tblConstructionPhase	PhaseStartDate	11/21/2020	4/1/2017
tblConstructionPhase	PhaseStartDate	7/23/2022	11/23/2020
tblConstructionPhase	PhaseStartDate	8/6/2016	6/7/2016
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	FireplaceWoodMass	457.60	0.00
tblFireplaces	NumberGas	1,206.00	402.00
tblFireplaces	NumberGas	1,020.00	400.00

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
tblOnRoadDust	WorkerPercentPave	50.00	100.00
tblProjectCharacteristics	OperationalYear	2014	2011
tblRoadDust	RoadPercentPave	50	100
tblSequestration	NumberOfNewTrees	0.00	300.00
tblSolidWaste	SolidWasteGenerationRate	885.60	959.40
tblTripsAndVMT	VendorTripNumber	2,040.00	387.00
tblTripsAndVMT	WorkerTripNumber	28.00	20.00
tblTripsAndVMT	WorkerTripNumber	5,554.00	2,168.00
tblTripsAndVMT	WorkerTripNumber	1,111.00	1,740.00
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.02	7.2940e-003
tblVehicleEF	HHD	2.61	2.52
tblVehicleEF	HHD	3.12	1.56
tblVehicleEF	HHD	154.74	49.36
tblVehicleEF	HHD	614.92	558.90
tblVehicleEF	HHD	1,624.08	1,445.75
tblVehicleEF	HHD	109.08	49.32
tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	7.64	3.34
tblVehicleEF	HHD	9.66	2.13
tblVehicleEF	HHD	6.14	4.21
tblVehicleEF	HHD	0.06	8.0870e-003
tblVehicleEF	HHD	0.06	0.06

tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.56	0.10
tblVehicleEF	HHD	0.02	6.6800e-004
tblVehicleEF	HHD	0.05	7.4400e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.9090e-003	8.8810e-003
tblVehicleEF	HHD	0.52	0.09
tblVehicleEF	HHD	0.01	6.1900e-004
tblVehicleEF	HHD	0.05	5.6240e-003
tblVehicleEF	HHD	0.97	0.08
tblVehicleEF	HHD	0.65	0.58
tblVehicleEF	HHD	0.02	2.6330e-003
tblVehicleEF	HHD	0.50	0.16
tblVehicleEF	HHD	3.55	0.37
tblVehicleEF	HHD	7.94	1.39
tblVehicleEF	HHD	5.8810e-003	5.9250e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.7730e-003	1.3650e-003
tblVehicleEF	HHD	0.05	5.6240e-003
tblVehicleEF	HHD	0.97	0.08
tblVehicleEF	HHD	0.74	0.66
tblVehicleEF	HHD	0.02	2.6330e-003
tblVehicleEF	HHD	0.57	0.19
tblVehicleEF	HHD	3.55	0.37
tblVehicleEF	HHD	8.55	1.48
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.02	7.2940e-003
tblVehicleEF	HHD	4.95	4.78

tblVehicleEF	HHD	3.08	1.54
tblVehicleEF	HHD	158.64	69.79
tblVehicleEF	HHD	532.81	484.28
tblVehicleEF	HHD	1,624.08	1,445.75
tblVehicleEF	HHD	109.08	49.32
tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	7.08	3.10
tblVehicleEF	HHD	10.50	2.32
tblVehicleEF	HHD	6.61	4.50
tblVehicleEF	HHD	0.08	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.56	0.10
tblVehicleEF	HHD	0.02	6.6800e-004
tblVehicleEF	HHD	0.08	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.9090e-003	8.8810e-003
tblVehicleEF	HHD	0.52	0.09
tblVehicleEF	HHD	0.01	6.1900e-004
tblVehicleEF	HHD	9.8100e-003	1.1560e-003
tblVehicleEF	HHD	0.84	0.06
tblVehicleEF	HHD	0.74	0.67
tblVehicleEF	HHD	3.5200e-003	5.9500e-004
tblVehicleEF	HHD	0.50	0.16
tblVehicleEF	HHD	3.54	0.36
tblVehicleEF	HHD	9.94	1.73
tblVehicleEF	HHD	5.0960e-003	5.1340e-003
tblVehicleEF	HHD	0.02	0.02

tblVehicleEF	HHD	3.8980e-003	1.6970e-003
tblVehicleEF	HHD	9.8100e-003	1.1560e-003
tblVehicleEF	HHD	0.84	0.06
tblVehicleEF	HHD	0.85	0.76
tblVehicleEF	HHD	3.5200e-003	5.9500e-004
tblVehicleEF	HHD	0.57	0.19
tblVehicleEF	HHD	3.54	0.36
tblVehicleEF	HHD	10.70	1.84
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	3.16	1.41
tblVehicleEF	LDA	5.81	2.42
tblVehicleEF	LDA	337.87	222.45
tblVehicleEF	LDA	71.62	48.98
tblVehicleEF	LDA	0.47	0.47
tblVehicleEF	LDA	0.28	0.14
tblVehicleEF	LDA	0.38	0.13
tblVehicleEF	LDA	2.5200e-003	1.6470e-003
tblVehicleEF	LDA	4.0240e-003	4.0570e-003
tblVehicleEF	LDA	2.2900e-003	1.5270e-003
tblVehicleEF	LDA	3.6510e-003	3.7640e-003
tblVehicleEF	LDA	0.47	0.16
tblVehicleEF	LDA	0.35	0.12
tblVehicleEF	LDA	0.28	0.10
tblVehicleEF	LDA	0.12	0.05
tblVehicleEF	LDA	0.57	0.23
tblVehicleEF	LDA	0.50	0.19
tblVehicleEF	LDA	3.5210e-003	3.4610e-003

tblVehicleEF	LDA	8.3600e-004	7.7900e-004
tblVehicleEF	LDA	0.47	0.16
tblVehicleEF	LDA	0.35	0.12
tblVehicleEF	LDA	0.28	0.10
tblVehicleEF	LDA	0.14	0.06
tblVehicleEF	LDA	0.57	0.23
tblVehicleEF	LDA	0.53	0.20
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	0.03	0.01
tblVehicleEF	LDA	2.43	1.07
tblVehicleEF	LDA	6.90	2.91
tblVehicleEF	LDA	312.56	205.59
tblVehicleEF	LDA	71.62	48.98
tblVehicleEF	LDA	0.47	0.47
tblVehicleEF	LDA	0.31	0.16
tblVehicleEF	LDA	0.40	0.14
tblVehicleEF	LDA	2.5200e-003	1.6470e-003
tblVehicleEF	LDA	4.0240e-003	4.0570e-003
tblVehicleEF	LDA	2.2900e-003	1.5270e-003
tblVehicleEF	LDA	3.6510e-003	3.7640e-003
tblVehicleEF	LDA	0.09	0.03
tblVehicleEF	LDA	0.21	0.08
tblVehicleEF	LDA	0.04	0.02
tblVehicleEF	LDA	0.10	0.04
tblVehicleEF	LDA	0.60	0.25
tblVehicleEF	LDA	0.58	0.22
tblVehicleEF	LDA	3.2490e-003	3.1940e-003
tblVehicleEF	LDA	8.5500e-004	7.8800e-004

tblVehicleEF	LDA	0.09	0.03
tblVehicleEF	LDA	0.21	0.08
tblVehicleEF	LDA	0.04	0.02
tblVehicleEF	LDA	0.12	0.05
tblVehicleEF	LDA	0.60	0.25
tblVehicleEF	LDA	0.62	0.24
tblVehicleEF	LDT1	0.04	0.02
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	6.66	1.84
tblVehicleEF	LDT1	9.64	3.07
tblVehicleEF	LDT1	388.47	268.45
tblVehicleEF	LDT1	83.06	59.36
tblVehicleEF	LDT1	0.06	0.07
tblVehicleEF	LDT1	0.53	0.16
tblVehicleEF	LDT1	0.55	0.20
tblVehicleEF	LDT1	5.4250e-003	2.2980e-003
tblVehicleEF	LDT1	7.4690e-003	4.6400e-003
tblVehicleEF	LDT1	4.9020e-003	2.1310e-003
tblVehicleEF	LDT1	6.7570e-003	4.3040e-003
tblVehicleEF	LDT1	0.94	0.36
tblVehicleEF	LDT1	0.62	0.24
tblVehicleEF	LDT1	0.55	0.22
tblVehicleEF	LDT1	0.23	0.04
tblVehicleEF	LDT1	1.46	0.65
tblVehicleEF	LDT1	0.74	0.20
tblVehicleEF	LDT1	4.0860e-003	4.0020e-003
tblVehicleEF	LDT1	1.0180e-003	9.0700e-004
tblVehicleEF	LDT1	0.94	0.36

tblVehicleEF	LDT1	0.62	0.24
tblVehicleEF	LDT1	0.55	0.22
tblVehicleEF	LDT1	0.28	0.06
tblVehicleEF	LDT1	1.46	0.65
tblVehicleEF	LDT1	0.79	0.22
tblVehicleEF	LDT1	0.04	0.02
tblVehicleEF	LDT1	0.04	0.01
tblVehicleEF	LDT1	5.23	1.41
tblVehicleEF	LDT1	11.35	3.69
tblVehicleEF	LDT1	361.79	248.91
tblVehicleEF	LDT1	83.06	59.36
tblVehicleEF	LDT1	0.06	0.07
tblVehicleEF	LDT1	0.60	0.18
tblVehicleEF	LDT1	0.59	0.21
tblVehicleEF	LDT1	5.4250e-003	2.2980e-003
tblVehicleEF	LDT1	7.4690e-003	4.6400e-003
tblVehicleEF	LDT1	4.9020e-003	2.1310e-003
tblVehicleEF	LDT1	6.7570e-003	4.3040e-003
tblVehicleEF	LDT1	0.18	0.07
tblVehicleEF	LDT1	0.39	0.16
tblVehicleEF	LDT1	0.08	0.05
tblVehicleEF	LDT1	0.19	0.03
tblVehicleEF	LDT1	1.53	0.69
tblVehicleEF	LDT1	0.87	0.24
tblVehicleEF	LDT1	3.7890e-003	3.7030e-003
tblVehicleEF	LDT1	1.0490e-003	9.1800e-004
tblVehicleEF	LDT1	0.18	0.07
tblVehicleEF	LDT1	0.39	0.16

tblVehicleEF	LDT1	0.08	0.05
tblVehicleEF	LDT1	0.24	0.05
tblVehicleEF	LDT1	1.53	0.69
tblVehicleEF	LDT1	0.93	0.26
tblVehicleEF	LDT2	0.03	0.01
tblVehicleEF	LDT2	0.03	6.3580e-003
tblVehicleEF	LDT2	3.58	1.19
tblVehicleEF	LDT2	6.19	1.89
tblVehicleEF	LDT2	464.31	337.14
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tblVehicleEF	LDT2	0.17	0.17
tblVehicleEF	LDT2	0.38	0.11
tblVehicleEF	LDT2	0.65	0.17
tblVehicleEF	LDT2	2.3920e-003	1.6180e-003
tblVehicleEF	LDT2	3.6570e-003	3.9610e-003
tblVehicleEF	LDT2	2.1680e-003	1.5010e-003
tblVehicleEF	LDT2	3.3220e-003	3.6740e-003
tblVehicleEF	LDT2	0.42	0.20
tblVehicleEF	LDT2	0.31	0.14
tblVehicleEF	LDT2	0.26	0.14
tblVehicleEF	LDT2	0.10	0.02
tblVehicleEF	LDT2	0.72	0.38
tblVehicleEF	LDT2	0.45	0.11
tblVehicleEF	LDT2	4.7950e-003	4.6920e-003
tblVehicleEF	LDT2	1.1090e-003	1.0390e-003
tblVehicleEF	LDT2	0.42	0.20
tblVehicleEF	LDT2	0.31	0.14
tblVehicleEF	LDT2	0.26	0.14

tblVehicleEF	LDT2	0.13	0.04
tblVehicleEF	LDT2	0.72	0.38
tblVehicleEF	LDT2	0.48	0.12
tblVehicleEF	LDT2	0.03	0.01
tblVehicleEF	LDT2	0.03	6.3580e-003
tblVehicleEF	LDT2	2.79	0.91
tblVehicleEF	LDT2	7.39	2.29
tblVehicleEF	LDT2	430.60	312.18
tblVehicleEF	LDT2	98.38	73.84
tblVehicleEF	LDT2	0.17	0.17
tblVehicleEF	LDT2	0.43	0.12
tblVehicleEF	LDT2	0.69	0.17
tblVehicleEF	LDT2	2.3920e-003	1.6180e-003
tblVehicleEF	LDT2	3.6570e-003	3.9610e-003
tblVehicleEF	LDT2	2.1680e-003	1.5010e-003
tblVehicleEF	LDT2	3.3220e-003	3.6740e-003
tblVehicleEF	LDT2	0.08	0.04
tblVehicleEF	LDT2	0.20	0.10
tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.09	0.02
tblVehicleEF	LDT2	0.77	0.41
tblVehicleEF	LDT2	0.53	0.13
tblVehicleEF	LDT2	4.4380e-003	4.3410e-003
tblVehicleEF	LDT2	1.1300e-003	1.0460e-003
tblVehicleEF	LDT2	0.08	0.04
tblVehicleEF	LDT2	0.20	0.10
tblVehicleEF	LDT2	0.04	0.03
tblVehicleEF	LDT2	0.11	0.03

tblVehicleEF	LDT2	0.77	0.41
tblVehicleEF	LDT2	0.57	0.14
tblVehicleEF	LHD1	1.2740e-003	1.2220e-003
tblVehicleEF	LHD1	0.02	6.8980e-003
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	2.07	0.74
tblVehicleEF	LHD1	4.63	2.60
tblVehicleEF	LHD1	8.81	7.97
tblVehicleEF	LHD1	585.59	506.58
tblVehicleEF	LHD1	40.51	37.34
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.06	0.06
tblVehicleEF	LHD1	2.70	1.10
tblVehicleEF	LHD1	1.53	1.25
tblVehicleEF	LHD1	6.9800e-004	6.6800e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.3270e-003	9.3640e-003
tblVehicleEF	LHD1	0.01	7.3380e-003
tblVehicleEF	LHD1	1.4600e-003	5.4900e-004
tblVehicleEF	LHD1	6.4200e-004	6.1500e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.3320e-003	2.3410e-003
tblVehicleEF	LHD1	0.01	6.7530e-003
tblVehicleEF	LHD1	1.3360e-003	5.0900e-004
tblVehicleEF	LHD1	0.01	7.4790e-003
tblVehicleEF	LHD1	0.11	0.07
tblVehicleEF	LHD1	0.03	0.03

tblVehicleEF	LHD1	4.8910e-003	3.3690e-003
tblVehicleEF	LHD1	0.12	0.05
tblVehicleEF	LHD1	0.41	0.33
tblVehicleEF	LHD1	0.49	0.28
tblVehicleEF	LHD1	5.8150e-003	5.5500e-003
tblVehicleEF	LHD1	4.9400e-004	4.6400e-004
tblVehicleEF	LHD1	0.01	7.4790e-003
tblVehicleEF	LHD1	0.11	0.07
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	4.8910e-003	3.3690e-003
tblVehicleEF	LHD1	0.14	0.06
tblVehicleEF	LHD1	0.41	0.33
tblVehicleEF	LHD1	0.52	0.30
tblVehicleEF	LHD1	1.2740e-003	1.2220e-003
tblVehicleEF	LHD1	0.02	6.8980e-003
tblVehicleEF	LHD1	0.03	0.02
tblVehicleEF	LHD1	0.19	0.18
tblVehicleEF	LHD1	1.98	0.71
tblVehicleEF	LHD1	6.52	3.65
tblVehicleEF	LHD1	8.81	7.97
tblVehicleEF	LHD1	585.59	506.58
tblVehicleEF	LHD1	40.51	37.34
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.06	0.06
tblVehicleEF	LHD1	3.00	1.22
tblVehicleEF	LHD1	1.63	1.33
tblVehicleEF	LHD1	6.9800e-004	6.6800e-004
tblVehicleEF	LHD1	0.05	0.05

tblVehicleEF	LHD1	9.3270e-003	9.3640e-003
tblVehicleEF	LHD1	0.01	7.3380e-003
tblVehicleEF	LHD1	1.4600e-003	5.4900e-004
tblVehicleEF	LHD1	6.4200e-004	6.1500e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	2.3320e-003	2.3410e-003
tblVehicleEF	LHD1	0.01	6.7530e-003
tblVehicleEF	LHD1	1.3360e-003	5.0900e-004
tblVehicleEF	LHD1	2.4630e-003	1.5850e-003
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tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	9.0600e-004	8.4000e-004
tblVehicleEF	LHD1	0.12	0.05
tblVehicleEF	LHD1	0.41	0.34
tblVehicleEF	LHD1	0.60	0.34
tblVehicleEF	LHD1	5.8130e-003	5.5500e-003
tblVehicleEF	LHD1	5.2700e-004	4.8200e-004
tblVehicleEF	LHD1	2.4630e-003	1.5850e-003
tblVehicleEF	LHD1	0.07	0.05
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	9.0600e-004	8.4000e-004
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tblVehicleEF	LHD1	0.64	0.36
tblVehicleEF	LHD2	1.0070e-003	9.6000e-004
tblVehicleEF	LHD2	0.01	5.0220e-003
tblVehicleEF	LHD2	0.02	9.9830e-003
tblVehicleEF	LHD2	0.15	0.14

tblVehicleEF	LHD2	1.84	0.55
tblVehicleEF	LHD2	3.38	1.52
tblVehicleEF	LHD2	9.52	8.63
tblVehicleEF	LHD2	569.66	496.47
tblVehicleEF	LHD2	29.90	26.10
tblVehicleEF	LHD2	7.3400e-003	6.1390e-003
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	3.94	1.55
tblVehicleEF	LHD2	1.06	0.83
tblVehicleEF	LHD2	1.1890e-003	1.1360e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.3610e-003	2.9500e-004
tblVehicleEF	LHD2	1.0940e-003	1.0450e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5500e-003	2.5560e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.1800e-003	2.7400e-004
tblVehicleEF	LHD2	8.8760e-003	4.2360e-003
tblVehicleEF	LHD2	0.09	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.8430e-003	2.0330e-003
tblVehicleEF	LHD2	0.12	0.05
tblVehicleEF	LHD2	0.30	0.19
tblVehicleEF	LHD2	0.36	0.17
tblVehicleEF	LHD2	5.5980e-003	5.3840e-003
tblVehicleEF	LHD2	3.6400e-004	3.1900e-004

tblVehicleEF	LHD2	8.8760e-003	4.2360e-003
tblVehicleEF	LHD2	0.09	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.8430e-003	2.0330e-003
tblVehicleEF	LHD2	0.14	0.06
tblVehicleEF	LHD2	0.30	0.19
tblVehicleEF	LHD2	0.38	0.18
tblVehicleEF	LHD2	1.0070e-003	9.6000e-004
tblVehicleEF	LHD2	0.01	5.0220e-003
tblVehicleEF	LHD2	0.02	9.9830e-003
tblVehicleEF	LHD2	0.15	0.14
tblVehicleEF	LHD2	1.75	0.55
tblVehicleEF	LHD2	4.51	2.12
tblVehicleEF	LHD2	9.52	8.63
tblVehicleEF	LHD2	569.66	496.47
tblVehicleEF	LHD2	29.90	26.10
tblVehicleEF	LHD2	7.3400e-003	6.1390e-003
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	4.31	1.69
tblVehicleEF	LHD2	1.13	0.88
tblVehicleEF	LHD2	1.1890e-003	1.1360e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.3610e-003	2.9500e-004
tblVehicleEF	LHD2	1.0940e-003	1.0450e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5500e-003	2.5560e-003

tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	1.1800e-003	2.7400e-004
tblVehicleEF	LHD2	1.8600e-003	8.8400e-004
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.1500e-004	5.3300e-004
tblVehicleEF	LHD2	0.12	0.05
tblVehicleEF	LHD2	0.30	0.20
tblVehicleEF	LHD2	0.44	0.20
tblVehicleEF	LHD2	5.5960e-003	5.3830e-003
tblVehicleEF	LHD2	3.8400e-004	3.2900e-004
tblVehicleEF	LHD2	1.8600e-003	8.8400e-004
tblVehicleEF	LHD2	0.06	0.03
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.1500e-004	5.3300e-004
tblVehicleEF	LHD2	0.14	0.06
tblVehicleEF	LHD2	0.30	0.20
tblVehicleEF	LHD2	0.47	0.21
tblVehicleEF	MCY	48.28	26.09
tblVehicleEF	MCY	9.56	9.32
tblVehicleEF	MCY	138.59	145.02
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tblVehicleEF	MCY	3.7700e-003	3.6020e-003
tblVehicleEF	MCY	1.15	1.03
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	0.04	0.04
tblVehicleEF	MCY	7.9990e-003	8.0000e-003
tblVehicleEF	MCY	1.3910e-003	2.8100e-004

tblVehicleEF	MCY	3.2330e-003	7.8800e-004
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	1.0960e-003	2.3900e-004
tblVehicleEF	MCY	2.5100e-003	6.7100e-004
tblVehicleEF	MCY	4.82	4.22
tblVehicleEF	MCY	1.37	1.10
tblVehicleEF	MCY	2.96	2.66
tblVehicleEF	MCY	3.33	2.54
tblVehicleEF	MCY	2.52	1.33
tblVehicleEF	MCY	2.06	1.85
tblVehicleEF	MCY	2.2520e-003	2.1010e-003
tblVehicleEF	MCY	7.1900e-004	6.2200e-004
tblVehicleEF	MCY	4.82	4.22
tblVehicleEF	MCY	1.37	1.10
tblVehicleEF	MCY	2.96	2.66
tblVehicleEF	MCY	3.62	2.79
tblVehicleEF	MCY	2.52	1.33
tblVehicleEF	MCY	2.22	1.98
tblVehicleEF	MCY	43.67	23.91
tblVehicleEF	MCY	10.22	11.15
tblVehicleEF	MCY	138.59	145.02
tblVehicleEF	MCY	50.27	37.54
tblVehicleEF	MCY	3.7700e-003	3.6020e-003
tblVehicleEF	MCY	1.43	1.27
tblVehicleEF	MCY	0.32	0.32
tblVehicleEF	MCY	0.04	0.04
tblVehicleEF	MCY	7.9990e-003	8.0000e-003
tblVehicleEF	MCY	1.3910e-003	2.8100e-004

tblVehicleEF	MCY	3.2330e-003	7.8800e-004
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	1.0960e-003	2.3900e-004
tblVehicleEF	MCY	2.5100e-003	6.7100e-004
tblVehicleEF	MCY	0.97	0.86
tblVehicleEF	MCY	0.73	0.45
tblVehicleEF	MCY	0.34	0.28
tblVehicleEF	MCY	3.43	2.56
tblVehicleEF	MCY	2.67	1.43
tblVehicleEF	MCY	2.49	2.23
tblVehicleEF	MCY	2.1830e-003	2.0670e-003
tblVehicleEF	MCY	7.4300e-004	6.6200e-004
tblVehicleEF	MCY	0.97	0.86
tblVehicleEF	MCY	0.73	0.45
tblVehicleEF	MCY	0.34	0.28
tblVehicleEF	MCY	3.73	2.81
tblVehicleEF	MCY	2.67	1.43
tblVehicleEF	MCY	2.69	2.39
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.04	0.01
tblVehicleEF	MDV	3.88	1.70
tblVehicleEF	MDV	7.48	3.25
tblVehicleEF	MDV	590.03	445.29
tblVehicleEF	MDV	123.95	97.64
tblVehicleEF	MDV	0.16	0.16
tblVehicleEF	MDV	0.49	0.18
tblVehicleEF	MDV	0.81	0.32
tblVehicleEF	MDV	2.2290e-003	1.7170e-003

tblVehicleEF	MDV	3.7750e-003	3.9300e-003
tblVehicleEF	MDV	2.0470e-003	1.5930e-003
tblVehicleEF	MDV	3.4740e-003	3.6460e-003
tblVehicleEF	MDV	0.36	0.30
tblVehicleEF	MDV	0.29	0.23
tblVehicleEF	MDV	0.23	0.20
tblVehicleEF	MDV	0.11	0.04
tblVehicleEF	MDV	0.64	0.59
tblVehicleEF	MDV	0.62	0.23
tblVehicleEF	MDV	6.0470e-003	5.9950e-003
tblVehicleEF	MDV	1.3890e-003	1.3380e-003
tblVehicleEF	MDV	0.36	0.30
tblVehicleEF	MDV	0.29	0.23
tblVehicleEF	MDV	0.23	0.20
tblVehicleEF	MDV	0.15	0.06
tblVehicleEF	MDV	0.64	0.59
tblVehicleEF	MDV	0.66	0.25
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.04	0.01
tblVehicleEF	MDV	2.99	1.30
tblVehicleEF	MDV	8.97	3.93
tblVehicleEF	MDV	547.21	412.51
tblVehicleEF	MDV	123.95	97.64
tblVehicleEF	MDV	0.16	0.16
tblVehicleEF	MDV	0.55	0.20
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tblVehicleEF	MDV	2.2290e-003	1.7170e-003
tblVehicleEF	MDV	3.7750e-003	3.9300e-003

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tblVehicleEF	MDV	3.4740e-003	3.6460e-003
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.17	0.17
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.03
tblVehicleEF	MDV	0.68	0.63
tblVehicleEF	MDV	0.74	0.27
tblVehicleEF	MDV	5.5970e-003	5.5470e-003
tblVehicleEF	MDV	1.4160e-003	1.3500e-003
tblVehicleEF	MDV	0.07	0.06
tblVehicleEF	MDV	0.17	0.17
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MDV	0.68	0.63
tblVehicleEF	MDV	0.79	0.29
tblVehicleEF	MH	12.11	1.00
tblVehicleEF	MH	11.67	3.97
tblVehicleEF	MH	718.99	620.48
tblVehicleEF	MH	34.32	25.27
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tblVehicleEF	MH	2.98	1.30
tblVehicleEF	MH	1.15	0.61
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	8.9510e-003	8.8800e-003
tblVehicleEF	MH	0.07	0.03
tblVehicleEF	MH	3.4650e-003	3.9100e-004
tblVehicleEF	MH	0.03	0.02

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tblVehicleEF	MH	0.06	0.03
tblVehicleEF	MH	2.8810e-003	3.6300e-004
tblVehicleEF	MH	7.61	2.35
tblVehicleEF	MH	0.19	0.06
tblVehicleEF	MH	2.16	0.73
tblVehicleEF	MH	0.27	0.05
tblVehicleEF	MH	2.16	0.92
tblVehicleEF	MH	0.87	0.25
tblVehicleEF	MH	7.2800e-003	6.7930e-003
tblVehicleEF	MH	5.5400e-004	3.5000e-004
tblVehicleEF	MH	7.61	2.35
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tblVehicleEF	MH	0.31	0.06
tblVehicleEF	MH	2.16	0.92
tblVehicleEF	MH	0.93	0.27
tblVehicleEF	MH	11.04	0.95
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tblVehicleEF	MH	1.23	0.65
tblVehicleEF	MH	0.06	0.06
tblVehicleEF	MH	8.9510e-003	8.8800e-003
tblVehicleEF	MH	0.07	0.03
tblVehicleEF	MH	3.4650e-003	3.9100e-004

tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	2.2380e-003	2.2200e-003
tblVehicleEF	MH	0.06	0.03
tblVehicleEF	MH	2.8810e-003	3.6300e-004
tblVehicleEF	MH	1.82	0.57
tblVehicleEF	MH	0.15	0.04
tblVehicleEF	MH	0.50	0.19
tblVehicleEF	MH	0.26	0.04
tblVehicleEF	MH	2.21	0.94
tblVehicleEF	MH	1.14	0.31
tblVehicleEF	MH	7.2630e-003	6.7920e-003
tblVehicleEF	MH	6.3200e-004	3.7900e-004
tblVehicleEF	MH	1.82	0.57
tblVehicleEF	MH	0.15	0.04
tblVehicleEF	MH	0.50	0.19
tblVehicleEF	MH	0.31	0.06
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tblVehicleEF	MH	1.23	0.33
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tblVehicleEF	MHD	8.79	3.70

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tblVehicleEF	MHD	0.10	0.10
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.25	0.04
tblVehicleEF	MHD	0.01	9.9600e-004
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tblVehicleEF	MHD	0.04	0.04
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tblVehicleEF	MHD	3.15	0.82
tblVehicleEF	MHD	0.02	9.4630e-003
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tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.25	0.04
tblVehicleEF	MHD	0.01	9.9600e-004
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tblVehicleEF	MHD	0.04	0.04
tblVehicleEF	MHD	2.7260e-003	2.7110e-003
tblVehicleEF	MHD	0.23	0.04
tblVehicleEF	MHD	8.4040e-003	9.2400e-004
tblVehicleEF	MHD	6.9480e-003	1.5980e-003
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tblVehicleEF	OBUS	9.9940e-003	0.01
tblVehicleEF	OBUS	0.26	0.04

tblVehicleEF	OBUS	3.2600e-003	6.3500e-004
tblVehicleEF	OBUS	0.10	6.8190e-003
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tblVehicleEF	OBUS	2.4990e-003	2.5070e-003
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tblVehicleEF	OBUS	7.2500e-004	5.0500e-004
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tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	1.1600e-003	9.1600e-004
tblVehicleEF	UBUS	0.01	5.8750e-003
tblVehicleEF	UBUS	0.24	0.10
tblVehicleEF	UBUS	4.5420e-003	2.7240e-003
tblVehicleEF	UBUS	1.18	0.54
tblVehicleEF	UBUS	1.00	0.76
tblVehicleEF	UBUS	2.39	1.56
tblVehicleTrips	ST_TR	7.16	5.08
tblVehicleTrips	ST_TR	49.97	23.49

tblVehicleTrips	ST_TR	10.08	6.14
tblVehicleTrips	SU_TR	6.07	4.31
tblVehicleTrips	SU_TR	25.24	11.86
tblVehicleTrips	SU_TR	8.77	5.35
tblVehicleTrips	WD_TR	6.59	4.65
tblVehicleTrips	WD_TR	42.94	20.33
tblVehicleTrips	WD_TR	9.57	3.73
tblWater	IndoorWaterUseRate	78,575,754.90	158,468,400.00
tblWater	IndoorWaterUseRate	232,484,015.93	171,079,397.30
tblWater	IndoorWaterUseRate	78,184,830.75	157,680,000.00
tblWater	OutdoorWaterUseRate	15,489,257.55	36,886,345.00
tblWater	OutdoorWaterUseRate	49,536,888.96	158,468,400.00
tblWater	OutdoorWaterUseRate	142,490,203.31	171,079,397.60
tblWater	OutdoorWaterUseRate	49,290,436.77	157,680,000.00
tblWoodstoves	NumberCatalytic	60.30	0.00
tblWoodstoves	NumberCatalytic	60.00	0.00
tblWoodstoves	NumberNoncatalytic	60.30	0.00
tblWoodstoves	NumberNoncatalytic	60.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	0.1359	1.5202	1.0632	1.1700e-003	1.0321	0.0765	1.1086	0.4312	0.0704	0.5016	0.0000	110.9949	110.9949	0.0324	0.0000	111.6756
2016	1.1620	10.3250	9.0737	0.0133	1.1576	0.5370	1.6946	0.4137	0.4994	0.9130	0.0000	1,166.3929	1,166.3929	0.2518	0.0000	1,171.6810
2017	28.2431	14.7195	36.8059	0.0616	3.9744	0.7676	4.7420	1.0596	0.7249	1.7846	0.0000	4,685.2779	4,685.2779	0.3867	0.0000	4,693.3975
2018	36.5360	13.8002	37.1757	0.0675	4.4589	0.6797	5.1386	1.1882	0.6435	1.8317	0.0000	4,965.9834	4,965.9834	0.3954	0.0000	4,974.2869
2019	36.2336	12.5901	34.9839	0.0675	4.4588	0.5912	5.0500	1.1882	0.5597	1.7478	0.0000	4,820.2708	4,820.2708	0.3795	0.0000	4,828.2400
2020	35.9442	10.5738	30.8223	0.0631	4.1907	0.4794	4.6701	1.1165	0.4538	1.5703	0.0000	4,358.9503	4,358.9503	0.3464	0.0000	4,366.2256
2021	34.1728	2.3064	10.4310	0.0243	1.8829	0.0915	1.9743	0.4999	0.0882	0.5880	0.0000	1,571.0232	1,571.0232	0.1135	0.0000	1,573.4065
2022	18.9027	0.9046	5.1852	0.0129	1.0429	0.0304	1.0733	0.2769	0.0299	0.3068	0.0000	810.0188	810.0188	0.0455	0.0000	810.9736
Total	191.3303	66.7398	165.5408	0.3114	22.1982	3.2533	25.4515	6.1742	3.0697	9.2439	0.0000	22,488.9120	22,488.9120	1.9512	0.0000	22,529.8868

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	74.0355	0.2266	18.9425	9.5000e-004		0.1400	0.1400		0.1395	0.1395	0.0000	661.1576	661.1576	0.0473	0.0116	665.7403
Energy	0.3918	3.3691	1.5816	0.0214		0.2707	0.2707		0.2707	0.2707	0.0000	31,302.2854	31,302.2854	1.3350	0.3319	31,433.2095
Mobile	94.7080	201.1588	876.0137	0.6448	40.3469	5.5990	45.9459	10.7835	5.1408	15.9244	0.0000	57,019.4422	57,019.4422	3.7051	0.0000	57,097.2497
Waste						0.0000	0.0000		0.0000	0.0000	976.5510	0.0000	976.5510	57.7125	0.0000	2,188.5136
Water						0.0000	0.0000		0.0000	0.0000	154.5749	3,481.8215	3,636.3964	16.0364	0.4080	4,099.6365
Total	169.1352	204.7545	896.5379	0.6671	40.3469	6.0096	46.3565	10.7835	5.5510	16.3345	1,131.1259	92,464.7067	93,595.8326	78.8362	0.7515	95,484.3496

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	55.5702	0.1999	16.5667	7.9000e-004		0.1269	0.1269		0.1264	0.1264	0.0000	656.7565	656.7565	0.0385	0.0116	661.1553
Energy	0.3424	2.9446	1.3817	0.0187		0.2366	0.2366		0.2366	0.2366	0.0000	21,341.3684	21,341.3684	0.8902	0.2329	21,432.2494
Mobile	84.2440	111.7378	650.1987	0.2976	16.9065	2.5366	19.4432	4.5186	2.3253	6.8439	0.0000	25,941.5551	25,941.5551	2.0119	0.0000	25,983.8057
Waste						0.0000	0.0000		0.0000	0.0000	244.1377	0.0000	244.1377	14.4281	0.0000	547.1284
Water						0.0000	0.0000		0.0000	0.0000	123.6599	2,735.0470	2,858.7069	12.8268	0.3259	3,229.1016
Total	140.1566	114.8824	668.1471	0.3170	16.9065	2.9001	19.8066	4.5186	2.6883	7.2069	367.7977	50,674.7269	51,042.5246	30.1955	0.5704	51,853.4404

	ROG	NOx	CO	SO2	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	17.13	43.89	25.47	52.48	58.10	51.74	57.27	58.10	51.57	55.88	67.48	45.20	45.46	61.70	24.10	45.69

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	212.4000
Total	212.4000

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	11/1/2015	11/27/2015	5	20	
2	Grading	Grading	11/28/2015	8/5/2016	5	180	
3	Utilities	Trenching	6/7/2016	11/21/2016	5	120	
4	Building Construction	Building Construction	11/22/2016	11/20/2020	5	1044	
5	Architectural Coating	Architectural Coating	4/1/2017	7/22/2022	5	1385	
6	Paving	Paving	11/23/2020	5/7/2021	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 577

Acres of Paving: 0

**Residential Indoor: 6,816,150; Residential Outdoor: 2,272,050; Non-Residential Indoor: 16,066,470; Non-Residential Outdoor: 5,355,490
(Architectural Coating – sqft)**

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Utilities	Air Compressors	1	8.00	78	0.48
Utilities	Forklifts	1	8.00	89	0.20
Utilities	Generator Sets	1	8.00	84	0.74
Utilities	Off-Highway Trucks	2	8.00	400	0.38
Utilities	Signal Boards	1	8.00	6	0.82
Utilities	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Utilities	Trenchers	1	8.00	80	0.50
Utilities	Welders	1	8.00	46	0.45
Building Construction	Forklifts	9	8.00	89	0.20
Building Construction	Generator Sets	3	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	9	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	3	8.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

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	8	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Utilities	11	20.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	24	2,168.00	387.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	3	1,740.00	0.00	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

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2015

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					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0526	0.5689	0.4263	3.9000e-004		0.0309	0.0309		0.0284	0.0284	0.0000	37.3011	37.3011	0.0111	0.0000	37.5350
Total	0.0526	0.5689	0.4263	3.9000e-004	0.1807	0.0309	0.2115	0.0993	0.0284	0.1277	0.0000	37.3011	37.3011	0.0111	0.0000	37.5350

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	8.5000e-004	1.1900e-003	0.0115	2.0000e-005	1.4900e-003	1.0000e-005	1.5000e-003	4.0000e-004	1.0000e-005	4.0000e-004	0.0000	1.3213	1.3213	9.0000e-005	0.0000	1.3231
Total	8.5000e-004	1.1900e-003	0.0115	2.0000e-005	1.4900e-003	1.0000e-005	1.5000e-003	4.0000e-004	1.0000e-005	4.0000e-004	0.0000	1.3213	1.3213	9.0000e-005	0.0000	1.3231

3.2 Site Preparation - 2015

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					0.0669	0.0000	0.0669	0.0368	0.0000	0.0368	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-003	0.1238	0.2340	3.9000e-004		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	37.3011	37.3011	0.0111	0.0000	37.5349
Total	7.1000e-003	0.1238	0.2340	3.9000e-004	0.0669	6.3000e-004	0.0676	0.0368	6.3000e-004	0.0374	0.0000	37.3011	37.3011	0.0111	0.0000	37.5349

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	8.5000e-004	1.1900e-003	0.0115	2.0000e-005	1.4900e-003	1.0000e-005	1.5000e-003	4.0000e-004	1.0000e-005	4.0000e-004	0.0000	1.3213	1.3213	9.0000e-005	0.0000	1.3231
Total	8.5000e-004	1.1900e-003	0.0115	2.0000e-005	1.4900e-003	1.0000e-005	1.5000e-003	4.0000e-004	1.0000e-005	4.0000e-004	0.0000	1.3213	1.3213	9.0000e-005	0.0000	1.3231

3.3 Grading - 2015

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					0.8479	0.0000	0.8479	0.3310	0.0000	0.3310	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0813	0.9486	0.6101	7.4000e-004		0.0456	0.0456		0.0420	0.0420	0.0000	70.6107	70.6107	0.0211	0.0000	71.0533
Total	0.0813	0.9486	0.6101	7.4000e-004	0.8479	0.0456	0.8936	0.3310	0.0420	0.3729	0.0000	70.6107	70.6107	0.0211	0.0000	71.0533

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	1.1400e-003	1.5900e-003	0.0153	2.0000e-005	1.9800e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.7618	1.7618	1.1000e-004	0.0000	1.7642
Total	1.1400e-003	1.5900e-003	0.0153	2.0000e-005	1.9800e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.7618	1.7618	1.1000e-004	0.0000	1.7642

3.3 Grading - 2015

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					0.3142	0.0000	0.3142	0.1226	0.0000	0.1226	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0117	0.2435	0.4553	7.4000e-004		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003	0.0000	70.6106	70.6106	0.0211	0.0000	71.0533
Total	0.0117	0.2435	0.4553	7.4000e-004	0.3142	1.2100e-003	0.3154	0.1226	1.2100e-003	0.1238	0.0000	70.6106	70.6106	0.0211	0.0000	71.0533

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	1.1400e-003	1.5900e-003	0.0153	2.0000e-005	1.9800e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.7618	1.7618	1.1000e-004	0.0000	1.7642
Total	1.1400e-003	1.5900e-003	0.0153	2.0000e-005	1.9800e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.7618	1.7618	1.1000e-004	0.0000	1.7642

3.3 Grading - 2016

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					0.8479	0.0000	0.8479	0.3310	0.0000	0.3310	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5054	5.8355	3.8327	4.8100e-003		0.2796	0.2796		0.2572	0.2572	0.0000	453.9267	453.9267	0.1369	0.0000	456.8020
Total	0.5054	5.8355	3.8327	4.8100e-003	0.8479	0.2796	1.1275	0.3310	0.2572	0.5882	0.0000	453.9267	453.9267	0.1369	0.0000	456.8020

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	6.6300e-003	9.3400e-003	0.0893	1.5000e-004	0.0129	9.0000e-005	0.0130	3.4200e-003	8.0000e-005	3.5000e-003	0.0000	11.0109	11.0109	6.8000e-004	0.0000	11.0252
Total	6.6300e-003	9.3400e-003	0.0893	1.5000e-004	0.0129	9.0000e-005	0.0130	3.4200e-003	8.0000e-005	3.5000e-003	0.0000	11.0109	11.0109	6.8000e-004	0.0000	11.0252

3.3 Grading - 2016

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					0.3142	0.0000	0.3142	0.1226	0.0000	0.1226	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0763	1.5825	2.9596	4.8100e-003		7.8700e-003	7.8700e-003		7.8700e-003	7.8700e-003	0.0000	453.9261	453.9261	0.1369	0.0000	456.8015
Total	0.0763	1.5825	2.9596	4.8100e-003	0.3142	7.8700e-003	0.3220	0.1226	7.8700e-003	0.1305	0.0000	453.9261	453.9261	0.1369	0.0000	456.8015

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	6.6300e-003	9.3400e-003	0.0893	1.5000e-004	0.0129	9.0000e-005	0.0130	3.4200e-003	8.0000e-005	3.5000e-003	0.0000	11.0109	11.0109	6.8000e-004	0.0000	11.0252
Total	6.6300e-003	9.3400e-003	0.0893	1.5000e-004	0.0129	9.0000e-005	0.0130	3.4200e-003	8.0000e-005	3.5000e-003	0.0000	11.0109	11.0109	6.8000e-004	0.0000	11.0252

3.4 Utilities - 2016

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	0.3263	2.9071	1.8005	3.2700e-003		0.1724	0.1724		0.1622	0.1622	0.0000	298.1876	298.1876	0.0779	0.0000	299.8228
Total	0.3263	2.9071	1.8005	3.2700e-003		0.1724	0.1724		0.1622	0.1622	0.0000	298.1876	298.1876	0.0779	0.0000	299.8228

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	5.1000e-003	7.1800e-003	0.0687	1.1000e-004	9.9200e-003	7.0000e-005	9.9900e-003	2.6300e-003	6.0000e-005	2.6900e-003	0.0000	8.4699	8.4699	5.3000e-004	0.0000	8.4809
Total	5.1000e-003	7.1800e-003	0.0687	1.1000e-004	9.9200e-003	7.0000e-005	9.9900e-003	2.6300e-003	6.0000e-005	2.6900e-003	0.0000	8.4699	8.4699	5.3000e-004	0.0000	8.4809

3.4 Utilities - 2016

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	0.0914	1.3381	1.9943	3.2700e-003		0.0310	0.0310		0.0292	0.0292	0.0000	298.1872	298.1872	0.0779	0.0000	299.8225
Total	0.0914	1.3381	1.9943	3.2700e-003		0.0310	0.0310		0.0292	0.0292	0.0000	298.1872	298.1872	0.0779	0.0000	299.8225

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	5.1000e-003	7.1800e-003	0.0687	1.1000e-004	9.9200e-003	7.0000e-005	9.9900e-003	2.6300e-003	6.0000e-005	2.6900e-003	0.0000	8.4699	8.4699	5.3000e-004	0.0000	8.4809
Total	5.1000e-003	7.1800e-003	0.0687	1.1000e-004	9.9200e-003	7.0000e-005	9.9900e-003	2.6300e-003	6.0000e-005	2.6900e-003	0.0000	8.4699	8.4699	5.3000e-004	0.0000	8.4809

3.5 Building Construction - 2016

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	0.1263	0.9684	0.7308	1.0000e-003		0.0749	0.0749		0.0706	0.0706	0.0000	89.8842	89.8842	0.0215	0.0000	90.3350
Total	0.1263	0.9684	0.7308	1.0000e-003		0.0749	0.0749		0.0706	0.0706	0.0000	89.8842	89.8842	0.0215	0.0000	90.3350

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	0.0586	0.4094	0.7527	9.2000e-004	0.0270	8.2700e-003	0.0353	7.6600e-003	7.6000e-003	0.0153	0.0000	83.0310	83.0310	5.7000e-004	0.0000	83.0429
Worker	0.1336	0.1881	1.7992	3.0100e-003	0.2599	1.7200e-003	0.2616	0.0690	1.5800e-003	0.0706	0.0000	221.8827	221.8827	0.0138	0.0000	222.1722
Total	0.1922	0.5976	2.5518	3.9300e-003	0.2869	9.9900e-003	0.2969	0.0767	9.1800e-003	0.0858	0.0000	304.9137	304.9137	0.0144	0.0000	305.2151

3.5 Building Construction - 2016

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	0.0207	0.4388	0.6988	1.0000e-003		3.4000e-003	3.4000e-003		3.4000e-003	3.4000e-003	0.0000	89.8841	89.8841	0.0215	0.0000	90.3349
Total	0.0207	0.4388	0.6988	1.0000e-003		3.4000e-003	3.4000e-003		3.4000e-003	3.4000e-003	0.0000	89.8841	89.8841	0.0215	0.0000	90.3349

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	0.0586	0.4094	0.7527	9.2000e-004	0.0270	8.2700e-003	0.0353	7.6600e-003	7.6000e-003	0.0153	0.0000	83.0310	83.0310	5.7000e-004	0.0000	83.0429
Worker	0.1336	0.1881	1.7992	3.0100e-003	0.2599	1.7200e-003	0.2616	0.0690	1.5800e-003	0.0706	0.0000	221.8827	221.8827	0.0138	0.0000	222.1722
Total	0.1922	0.5976	2.5518	3.9300e-003	0.2869	9.9900e-003	0.2969	0.0767	9.1800e-003	0.0858	0.0000	304.9137	304.9137	0.0144	0.0000	305.2151

3.5 Building Construction - 2017

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	1.0351	8.1181	6.4799	8.9900e-003		0.6111	0.6111		0.5756	0.5756	0.0000	797.4951	797.4951	0.1881	0.0000	801.4441
Total	1.0351	8.1181	6.4799	8.9900e-003		0.6111	0.6111		0.5756	0.5756	0.0000	797.4951	797.4951	0.1881	0.0000	801.4441

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	0.4650	3.2896	6.2461	8.2200e-003	0.2419	0.0649	0.3068	0.0687	0.0596	0.1283	0.0000	731.7698	731.7698	4.7800e-003	0.0000	731.8702
Worker	1.0771	1.5354	14.5770	0.0270	2.3300	0.0150	2.3450	0.6186	0.0138	0.6324	0.0000	1,907.9624	1,907.9624	0.1144	0.0000	1,910.3654
Total	1.5421	4.8250	20.8231	0.0352	2.5719	0.0798	2.6517	0.6873	0.0734	0.7607	0.0000	2,639.7322	2,639.7322	0.1192	0.0000	2,642.2356

3.5 Building Construction - 2017

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	0.1860	3.9338	6.2650	8.9900e-003		0.0305	0.0305		0.0305	0.0305	0.0000	797.4941	797.4941	0.1881	0.0000	801.4432
Total	0.1860	3.9338	6.2650	8.9900e-003		0.0305	0.0305		0.0305	0.0305	0.0000	797.4941	797.4941	0.1881	0.0000	801.4432

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	0.4650	3.2896	6.2461	8.2200e-003	0.2419	0.0649	0.3068	0.0687	0.0596	0.1283	0.0000	731.7698	731.7698	4.7800e-003	0.0000	731.8702
Worker	1.0771	1.5354	14.5770	0.0270	2.3300	0.0150	2.3450	0.6186	0.0138	0.6324	0.0000	1,907.9624	1,907.9624	0.1144	0.0000	1,910.3654
Total	1.5421	4.8250	20.8231	0.0352	2.5719	0.0798	2.6517	0.6873	0.0734	0.7607	0.0000	2,639.7322	2,639.7322	0.1192	0.0000	2,642.2356

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.8926	7.2067	6.3619	9.0200e-003		0.5134	0.5134		0.4841	0.4841	0.0000	792.0852	792.0852	0.1849	0.0000	795.9672
Total	0.8926	7.2067	6.3619	9.0200e-003		0.5134	0.5134		0.4841	0.4841	0.0000	792.0852	792.0852	0.1849	0.0000	795.9672

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	0.4165	3.0002	5.8536	8.2300e-003	0.2427	0.0610	0.3037	0.0689	0.0561	0.1250	0.0000	721.4038	721.4038	4.7100e-003	0.0000	721.5027
Worker	0.9761	1.4125	13.3100	0.0270	2.3390	0.0148	2.3538	0.6210	0.0137	0.6346	0.0000	1,841.3656	1,841.3656	0.1072	0.0000	1,843.6161
Total	1.3926	4.4127	19.1635	0.0353	2.5817	0.0758	2.6575	0.6899	0.0698	0.7597	0.0000	2,562.7694	2,562.7694	0.1119	0.0000	2,565.1188

3.5 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1867	3.9489	6.2891	9.0200e-003		0.0306	0.0306		0.0306	0.0306	0.0000	792.0842	792.0842	0.1849	0.0000	795.9662
Total	0.1867	3.9489	6.2891	9.0200e-003		0.0306	0.0306		0.0306	0.0306	0.0000	792.0842	792.0842	0.1849	0.0000	795.9662

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	0.4165	3.0002	5.8536	8.2300e-003	0.2427	0.0610	0.3037	0.0689	0.0561	0.1250	0.0000	721.4038	721.4038	4.7100e-003	0.0000	721.5027
Worker	0.9761	1.4125	13.3100	0.0270	2.3390	0.0148	2.3538	0.6210	0.0137	0.6346	0.0000	1,841.3656	1,841.3656	0.1072	0.0000	1,843.6161
Total	1.3926	4.4127	19.1635	0.0353	2.5817	0.0758	2.6575	0.6899	0.0698	0.7597	0.0000	2,562.7694	2,562.7694	0.1119	0.0000	2,565.1188

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.7859	6.5377	6.2722	9.0200e-003		0.4407	0.4407		0.4156	0.4156	0.0000	783.8796	783.8796	0.1810	0.0000	787.6810
Total	0.7859	6.5377	6.2722	9.0200e-003		0.4407	0.4407		0.4156	0.4156	0.0000	783.8796	783.8796	0.1810	0.0000	787.6810

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	0.3817	2.7425	5.5503	8.2100e-003	0.2426	0.0567	0.2992	0.0689	0.0521	0.1210	0.0000	708.5146	708.5146	4.6200e-003	0.0000	708.6116
Worker	0.8961	1.3047	12.3158	0.0270	2.3390	0.0148	2.3538	0.6210	0.0137	0.6347	0.0000	1,772.2328	1,772.2328	0.1013	0.0000	1,774.3599
Total	1.2778	4.0472	17.8661	0.0352	2.5816	0.0715	2.6530	0.6898	0.0658	0.7556	0.0000	2,480.7474	2,480.7474	0.1059	0.0000	2,482.9716

3.5 Building Construction - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1867	3.9489	6.2891	9.0200e-003		0.0306	0.0306		0.0306	0.0306	0.0000	783.8786	783.8786	0.1810	0.0000	787.6801
Total	0.1867	3.9489	6.2891	9.0200e-003		0.0306	0.0306		0.0306	0.0306	0.0000	783.8786	783.8786	0.1810	0.0000	787.6801

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	0.3817	2.7425	5.5503	8.2100e-003	0.2426	0.0567	0.2992	0.0689	0.0521	0.1210	0.0000	708.5146	708.5146	4.6200e-003	0.0000	708.6116
Worker	0.8961	1.3047	12.3158	0.0270	2.3390	0.0148	2.3538	0.6210	0.0137	0.6347	0.0000	1,772.2328	1,772.2328	0.1013	0.0000	1,774.3599
Total	1.2778	4.0472	17.8661	0.0352	2.5816	0.0715	2.6530	0.6898	0.0658	0.7556	0.0000	2,480.7474	2,480.7474	0.1059	0.0000	2,482.9716

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.6297	5.3326	5.5404	8.0500e-003		0.3399	0.3399		0.3206	0.3206	0.0000	690.2135	690.2135	0.1589	0.0000	693.5507
Total	0.6297	5.3326	5.5404	8.0500e-003		0.3399	0.3399		0.3206	0.3206	0.0000	690.2135	690.2135	0.1589	0.0000	693.5507

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	0.2920	2.0822	4.5483	7.3000e-003	0.2165	0.0455	0.2619	0.0614	0.0418	0.1033	0.0000	617.4884	617.4884	3.9700e-003	0.0000	617.5718
Worker	0.7461	1.0911	10.2798	0.0241	2.0880	0.0133	2.1013	0.5543	0.0123	0.5666	0.0000	1,517.8792	1,517.8792	0.0862	0.0000	1,519.6888
Total	1.0381	3.1733	14.8280	0.0314	2.3045	0.0587	2.3632	0.6158	0.0541	0.6699	0.0000	2,135.3676	2,135.3676	0.0901	0.0000	2,137.2606

3.5 Building Construction - 2020

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	0.1667	3.5252	5.6144	8.0500e-003		0.0273	0.0273		0.0273	0.0273	0.0000	690.2127	690.2127	0.1589	0.0000	693.5498
Total	0.1667	3.5252	5.6144	8.0500e-003		0.0273	0.0273		0.0273	0.0273	0.0000	690.2127	690.2127	0.1589	0.0000	693.5498

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	0.2920	2.0822	4.5483	7.3000e-003	0.2165	0.0455	0.2619	0.0614	0.0418	0.1033	0.0000	617.4884	617.4884	3.9700e-003	0.0000	617.5718
Worker	0.7461	1.0911	10.2798	0.0241	2.0880	0.0133	2.1013	0.5543	0.0123	0.5666	0.0000	1,517.8792	1,517.8792	0.0862	0.0000	1,519.6888
Total	1.0381	3.1733	14.8280	0.0314	2.3045	0.0587	2.3632	0.6158	0.0541	0.6699	0.0000	2,135.3676	2,135.3676	0.0901	0.0000	2,137.2606

3.6 Architectural Coating - 2017

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	24.8880					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1296	0.8522	0.7286	1.1600e-003		0.0676	0.0676		0.0676	0.0676	0.0000	99.5769	99.5769	0.0105	0.0000	99.7977
Total	25.0176	0.8522	0.7286	1.1600e-003		0.0676	0.0676		0.0676	0.0676	0.0000	99.5769	99.5769	0.0105	0.0000	99.7977

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	0.6484	0.9242	8.7744	0.0162	1.4025	9.0200e-003	1.4115	0.3723	8.3100e-003	0.3807	0.0000	1,148.4737	1,148.4737	0.0689	0.0000	1,149.9201
Total	0.6484	0.9242	8.7744	0.0162	1.4025	9.0200e-003	1.4115	0.3723	8.3100e-003	0.3807	0.0000	1,148.4737	1,148.4737	0.0689	0.0000	1,149.9201

3.6 Architectural Coating - 2017

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	24.8880					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0213	0.4133	0.7146	1.1600e-003		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	99.5768	99.5768	0.0105	0.0000	99.7976
Total	24.9092	0.4133	0.7146	1.1600e-003		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	99.5768	99.5768	0.0105	0.0000	99.7976

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	0.6484	0.9242	8.7744	0.0162	1.4025	9.0200e-003	1.4115	0.3723	8.3100e-003	0.3807	0.0000	1,148.4737	1,148.4737	0.0689	0.0000	1,149.9201
Total	0.6484	0.9242	8.7744	0.0162	1.4025	9.0200e-003	1.4115	0.3723	8.3100e-003	0.3807	0.0000	1,148.4737	1,148.4737	0.0689	0.0000	1,149.9201

3.6 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	33.3116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1559	1.0470	0.9679	1.5500e-003		0.0786	0.0786		0.0786	0.0786	0.0000	133.2801	133.2801	0.0127	0.0000	133.5460
Total	33.4675	1.0470	0.9679	1.5500e-003		0.0786	0.0786		0.0786	0.0786	0.0000	133.2801	133.2801	0.0127	0.0000	133.5460

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	0.7834	1.1337	10.6824	0.0217	1.8772	0.0119	1.8891	0.4984	0.0110	0.5094	0.0000	1,477.8488	1,477.8488	0.0860	0.0000	1,479.6550
Total	0.7834	1.1337	10.6824	0.0217	1.8772	0.0119	1.8891	0.4984	0.0110	0.5094	0.0000	1,477.8488	1,477.8488	0.0860	0.0000	1,479.6550

3.6 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	33.3116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0284	0.5532	0.9565	1.5500e-003		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	133.2799	133.2799	0.0127	0.0000	133.5459
Total	33.3400	0.5532	0.9565	1.5500e-003		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	133.2799	133.2799	0.0127	0.0000	133.5459

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	0.7834	1.1337	10.6824	0.0217	1.8772	0.0119	1.8891	0.4984	0.0110	0.5094	0.0000	1,477.8488	1,477.8488	0.0860	0.0000	1,479.6550
Total	0.7834	1.1337	10.6824	0.0217	1.8772	0.0119	1.8891	0.4984	0.0110	0.5094	0.0000	1,477.8488	1,477.8488	0.0860	0.0000	1,479.6550

3.6 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	33.3116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1391	0.9581	0.9612	1.5500e-003		0.0672	0.0672		0.0672	0.0672	0.0000	133.2799	133.2799	0.0113	0.0000	133.5163
Total	33.4506	0.9581	0.9612	1.5500e-003		0.0672	0.0672		0.0672	0.0672	0.0000	133.2799	133.2799	0.0113	0.0000	133.5163

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	0.7192	1.0471	9.8845	0.0217	1.8772	0.0119	1.8891	0.4984	0.0110	0.5094	0.0000	1,422.3640	1,422.3640	0.0813	0.0000	1,424.0712
Total	0.7192	1.0471	9.8845	0.0217	1.8772	0.0119	1.8891	0.4984	0.0110	0.5094	0.0000	1,422.3640	1,422.3640	0.0813	0.0000	1,424.0712

3.6 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	33.3116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0284	0.5532	0.9565	1.5500e-003		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	133.2797	133.2797	0.0113	0.0000	133.5161
Total	33.3400	0.5532	0.9565	1.5500e-003		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	133.2797	133.2797	0.0113	0.0000	133.5161

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	0.7192	1.0471	9.8845	0.0217	1.8772	0.0119	1.8891	0.4984	0.0110	0.5094	0.0000	1,422.3640	1,422.3640	0.0813	0.0000	1,424.0712
Total	0.7192	1.0471	9.8845	0.0217	1.8772	0.0119	1.8891	0.4984	0.0110	0.5094	0.0000	1,422.3640	1,422.3640	0.0813	0.0000	1,424.0712

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	33.4392					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1269	0.8823	0.9597	1.5600e-003		0.0581	0.0581		0.0581	0.0581	0.0000	133.7905	133.7905	0.0104	0.0000	134.0080
Total	33.5661	0.8823	0.9597	1.5600e-003		0.0581	0.0581		0.0581	0.0581	0.0000	133.7905	133.7905	0.0104	0.0000	134.0080

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	0.6734	0.9847	9.2772	0.0218	1.8844	0.0120	1.8964	0.5003	0.0111	0.5114	0.0000	1,369.8486	1,369.8486	0.0778	0.0000	1,371.4817
Total	0.6734	0.9847	9.2772	0.0218	1.8844	0.0120	1.8964	0.5003	0.0111	0.5114	0.0000	1,369.8486	1,369.8486	0.0778	0.0000	1,371.4817

3.6 Architectural Coating - 2020

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	33.4392					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0286	0.5554	0.9602	1.5600e-003		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003	0.0000	133.7903	133.7903	0.0104	0.0000	134.0079
Total	33.4677	0.5554	0.9602	1.5600e-003		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003	0.0000	133.7903	133.7903	0.0104	0.0000	134.0079

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	0.6734	0.9847	9.2772	0.0218	1.8844	0.0120	1.8964	0.5003	0.0111	0.5114	0.0000	1,369.8486	1,369.8486	0.0778	0.0000	1,371.4817
Total	0.6734	0.9847	9.2772	0.0218	1.8844	0.0120	1.8964	0.5003	0.0111	0.5114	0.0000	1,369.8486	1,369.8486	0.0778	0.0000	1,371.4817

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	33.3116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1143	0.7970	0.9488	1.5500e-003		0.0491	0.0491		0.0491	0.0491	0.0000	133.2799	133.2799	9.1500e-003	0.0000	133.4719
Total	33.4258	0.7970	0.9488	1.5500e-003		0.0491	0.0491		0.0491	0.0491	0.0000	133.2799	133.2799	9.1500e-003	0.0000	133.4719

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	0.6356	0.9305	8.8028	0.0217	1.8772	0.0121	1.8893	0.4984	0.0112	0.5096	0.0000	1,344.5335	1,344.5335	0.0753	0.0000	1,346.1144
Total	0.6356	0.9305	8.8028	0.0217	1.8772	0.0121	1.8893	0.4984	0.0112	0.5096	0.0000	1,344.5335	1,344.5335	0.0753	0.0000	1,346.1144

3.6 Architectural Coating - 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					
Archit. Coating	33.3116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0284	0.5532	0.9565	1.5500e-003		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	133.2797	133.2797	9.1500e-003	0.0000	133.4718
Total	33.3400	0.5532	0.9565	1.5500e-003		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	133.2797	133.2797	9.1500e-003	0.0000	133.4718

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	0.6356	0.9305	8.8028	0.0217	1.8772	0.0121	1.8893	0.4984	0.0112	0.5096	0.0000	1,344.5335	1,344.5335	0.0753	0.0000	1,346.1144
Total	0.6356	0.9305	8.8028	0.0217	1.8772	0.0121	1.8893	0.4984	0.0112	0.5096	0.0000	1,344.5335	1,344.5335	0.0753	0.0000	1,346.1144

3.6 Architectural Coating - 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					
Archit. Coating	18.5064					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0593	0.4085	0.5259	8.6000e-004		0.0237	0.0237		0.0237	0.0237	0.0000	74.0444	74.0444	4.8200e-003	0.0000	74.1456
Total	18.5657	0.4085	0.5259	8.6000e-004		0.0237	0.0237		0.0237	0.0237	0.0000	74.0444	74.0444	4.8200e-003	0.0000	74.1456

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	0.3369	0.4962	4.6592	0.0121	1.0429	6.7300e-003	1.0496	0.2769	6.2400e-003	0.2831	0.0000	735.9744	735.9744	0.0407	0.0000	736.8281
Total	0.3369	0.4962	4.6592	0.0121	1.0429	6.7300e-003	1.0496	0.2769	6.2400e-003	0.2831	0.0000	735.9744	735.9744	0.0407	0.0000	736.8281

3.6 Architectural Coating - 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	tons/yr										MT/yr					
Archit. Coating	18.5064					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0158	0.3074	0.5314	8.6000e-004		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003	0.0000	74.0443	74.0443	4.8200e-003	0.0000	74.1455
Total	18.5222	0.3074	0.5314	8.6000e-004		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003	0.0000	74.0443	74.0443	4.8200e-003	0.0000	74.1455

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	0.3369	0.4962	4.6592	0.0121	1.0429	6.7300e-003	1.0496	0.2769	6.2400e-003	0.2831	0.0000	735.9744	735.9744	0.0407	0.0000	736.8281
Total	0.3369	0.4962	4.6592	0.0121	1.0429	6.7300e-003	1.0496	0.2769	6.2400e-003	0.2831	0.0000	735.9744	735.9744	0.0407	0.0000	736.8281

3.7 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0193	0.1999	0.2081	3.2000e-004		0.0107	0.0107		9.8600e-003	9.8600e-003	0.0000	28.4230	28.4230	9.1900e-003	0.0000	28.6160
Paving	0.0170					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0363	0.1999	0.2081	3.2000e-004		0.0107	0.0107		9.8600e-003	9.8600e-003	0.0000	28.4230	28.4230	9.1900e-003	0.0000	28.6160

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					
Worker	6.4000e-004	9.4000e-004	8.8500e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.3071	1.3071	7.0000e-005	0.0000	1.3087
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
Total	6.4000e-004	9.4000e-004	8.8500e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.3071	1.3071	7.0000e-005	0.0000	1.3087

3.7 Paving - 2020

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	4.7600e-003	0.1425	0.2455	3.2000e-004		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	28.4230	28.4230	9.1900e-003	0.0000	28.6160
Paving	0.0170					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0218	0.1425	0.2455	3.2000e-004		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	28.4230	28.4230	9.1900e-003	0.0000	28.6160

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	6.4000e-004	9.4000e-004	8.8500e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.3071	1.3071	7.0000e-005	0.0000	1.3087
Total	6.4000e-004	9.4000e-004	8.8500e-003	2.0000e-005	1.8000e-003	1.0000e-005	1.8100e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.3071	1.3071	7.0000e-005	0.0000	1.3087

3.7 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0560	0.5761	0.6531	1.0200e-003		0.0303	0.0303		0.0278	0.0278	0.0000	89.1686	89.1686	0.0288	0.0000	89.7742
Paving	0.0535					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.1095	0.5761	0.6531	1.0200e-003		0.0303	0.0303		0.0278	0.0278	0.0000	89.1686	89.1686	0.0288	0.0000	89.7742

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	1.9100e-003	2.8000e-003	0.0265	7.0000e-005	5.6400e-003	4.0000e-005	5.6800e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.0412	4.0412	2.3000e-004	0.0000	4.0460
Total	1.9100e-003	2.8000e-003	0.0265	7.0000e-005	5.6400e-003	4.0000e-005	5.6800e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.0412	4.0412	2.3000e-004	0.0000	4.0460

3.7 Paving - 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	0.0149	0.4471	0.7702	1.0200e-003		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	89.1685	89.1685	0.0288	0.0000	89.7741
Paving	0.0535					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0684	0.4471	0.7702	1.0200e-003		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	89.1685	89.1685	0.0288	0.0000	89.7741

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	1.9100e-003	2.8000e-003	0.0265	7.0000e-005	5.6400e-003	4.0000e-005	5.6800e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.0412	4.0412	2.3000e-004	0.0000	4.0460
Total	1.9100e-003	2.8000e-003	0.0265	7.0000e-005	5.6400e-003	4.0000e-005	5.6800e-003	1.5000e-003	3.0000e-005	1.5300e-003	0.0000	4.0412	4.0412	2.3000e-004	0.0000	4.0460

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Provide Traffic Calming Measures
- Implement NEV Network
- Limit Parking Supply
- Expand Transit Network
- Increase Transit Frequency
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive 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	84.2440	111.7378	650.1987	0.2976	16.9065	2.5366	19.4432	4.5186	2.3253	6.8439	0.0000	25,941.55 51	25,941.55 51	2.0119	0.0000	25,983.80 57
Unmitigated	94.7080	201.1588	876.0137	0.6448	40.3469	5.5990	45.9459	10.7835	5.1408	15.9244	0.0000	57,019.44 22	57,019.44 22	3.7051	0.0000	57,097.24 97

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	11.13	11.13	11.13	21,220	8,728
City Park	9.54	9.54	9.54	18,189	7,481
Condo/Townhouse	5,607.90	6,126.48	5197.86	12,579,115	5,451,195
Enclosed Parking Structure	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	63,807.74	73,725.71	37223.80	81,354,957	33,744,726
Single Family Housing	4,476.00	7,368.00	6420.00	11,557,852	5,008,628
User Defined Recreational	0.00	0.00	0.00		
User Defined Recreational	0.00	0.00	0.00		
Total	73,912.31	87,240.86	48,862.33	105,531,333	44,220,758

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	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
City Park	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6
Condo/Townhouse	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Parking Lot	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
Regional Shopping Center	12.50	4.20	5.40	16.30	64.70	19.00	54	35	11
Single Family Housing	11.00	3.50	4.50	40.20	19.20	40.60	86	11	3
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0
User Defined Recreational	12.50	4.20	5.40	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.468975	0.064403	0.165645	0.160174	0.043657	0.007340	0.011021	0.069082	0.001547	0.001358	0.003770	0.000603	0.002425

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	17,952.7450	17,952.7450	0.8252	0.1707	18,023.0034
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	27,425.2913	27,425.2913	1.2607	0.2608	27,532.6207
NaturalGas Mitigated	0.3424	2.9446	1.3817	0.0187		0.2366	0.2366		0.2366	0.2366	0.0000	3,388.6234	3,388.6234	0.0650	0.0621	3,409.2460
NaturalGas Unmitigated	0.3918	3.3691	1.5816	0.0214		0.2707	0.2707		0.2707	0.2707	0.0000	3,876.9941	3,876.9941	0.0743	0.0711	3,900.5888

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	0.0000
Condo/Townhouse	2.48503e+007	0.1340	1.1451	0.4873	7.3100e-003		0.0926	0.0926		0.0926	0.0926	0.0000	1,326.1050	1,326.1050	0.0254	0.0243	1,334.1755	
Enclosed Parking Structure	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	0.0000
Other Asphalt Surfaces	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	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	7.28155e+006	0.0393	0.3569	0.2998	2.1400e-003		0.0271	0.0271		0.0271	0.0271	0.0000	388.5713	388.5713	7.4500e-003	7.1200e-003	390.9361	
Single Family Housing	4.05203e+007	0.2185	1.8671	0.7945	0.0119		0.1510	0.1510		0.1510	0.1510	0.0000	2,162.3177	2,162.3177	0.0414	0.0396	2,175.4772	
User Defined Recreational	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	0.0000
Total		0.3918	3.3691	1.5816	0.0214		0.2707	0.2707		0.2707	0.2707	0.0000	3,876.9941	3,876.9941	0.0743	0.0711	3,900.5888	

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Land Use	kBTU/yr	tons/yr										MT/yr							
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	0.0000	
Condo/Townhouse	2.16566e+007	0.1168	0.9979	0.4246	6.3700e-003		0.0807	0.0807		0.0807	0.0807	0.0000	1,155.6768	1,155.6768	0.0222	0.0212	1,162.7100		
Enclosed Parking Structure	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	0.0000	0.0000
Other Asphalt Surfaces	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	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	6.33056e+006	0.0341	0.3103	0.2607	1.8600e-003		0.0236	0.0236		0.0236	0.0236	0.0000	337.8226	337.8226	6.4700e-003	6.1900e-003	339.8785		
Single Family Housing	3.55133e+007	0.1915	1.6364	0.6963	0.0105		0.1323	0.1323		0.1323	0.1323	0.0000	1,895.1241	1,895.1241	0.0363	0.0347	1,906.6575		
User Defined Recreational	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	0.0000	0.0000
Total		0.3424	2.9446	1.3817	0.0187		0.2366	0.2366		0.2366	0.2366	0.0000	3,388.6234	3,388.6234	0.0649	0.0621	3,409.2460		

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
Condo/Townhouse	5.88106e+006	1,682.9644	0.0774	0.0160	1,689.5507
Enclosed Parking Structure	3.144e+007	8,997.0870	0.4136	0.0856	9,032.2973
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	149600	42.8106	1.9700e-003	4.1000e-004	42.9781
Regional Shopping Center	4.91505e+007	14,065.2389	0.6465	0.1338	14,120.2835
Single Family Housing	9.21557e+006	2,637.1904	0.1212	0.0251	2,647.5111
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		27,425.2913	1.2607	0.2608	27,532.6207

5.3 Energy by Land Use - Electricity

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
Condo/Townhouse	4.47647e+006	1,281.0182	0.0589	0.0122	1,286.0315
Enclosed Parking Structure	2.0075e+007	5,744.8118	0.2641	0.0546	5,767.2942
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	67320	19.2648	8.9000e-004	1.8000e-004	19.3402
Regional Shopping Center	3.11004e+007	8,899.9012	0.4091	0.0846	8,934.7311
Single Family Housing	7.01601e+006	2,007.7491	0.0923	0.0191	2,015.6065
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		17,952.7450	0.8252	0.1707	18,023.0034

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Electric Lawnmower
- Use Electric Leafblower
- Use Electric Chainsaw
- Use Low VOC Paint - Residential Interior
- Use Low VOC Paint - Residential Exterior
- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use only Natural Gas Hearths
- Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive 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	55.5702	0.1999	16.5667	7.9000e-004		0.1269	0.1269		0.1264	0.1264	0.0000	656.7565	656.7565	0.0385	0.0116	661.1553
Unmitigated	74.0355	0.2266	18.9425	9.5000e-004		0.1400	0.1400		0.1395	0.1395	0.0000	661.1576	661.1576	0.0473	0.0116	665.7403

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	17.6768					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	55.6217					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0638	0.0000	3.4800e-003	0.0000		0.0441	0.0441		0.0436	0.0436	0.0000	631.6952	631.6952	0.0121	0.0116	635.5395
Landscaping	0.6731	0.2266	18.9391	9.5000e-004		0.0959	0.0959		0.0959	0.0959	0.0000	29.4625	29.4625	0.0352	0.0000	30.2007
Total	74.0355	0.2266	18.9425	9.5000e-004		0.1400	0.1400		0.1395	0.1395	0.0000	661.1577	661.1577	0.0473	0.0116	665.7403

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	3.5354					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	51.4630					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0638	0.0000	3.4800e-003	0.0000		0.0441	0.0441		0.0436	0.0436	0.0000	631.6952	631.6952	0.0121	0.0116	635.5395
Landscaping	0.5080	0.1999	16.5632	7.9000e-004		0.0828	0.0828		0.0828	0.0828	0.0000	25.0614	25.0614	0.0264	0.0000	25.6157
Total	55.5702	0.1999	16.5667	7.9000e-004		0.1269	0.1269		0.1265	0.1265	0.0000	656.7565	656.7565	0.0385	0.0116	661.1553

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Use Reclaimed Water

Use Grey Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2,858.706 9	12.8268	0.3259	3,229.101 6
Unmitigated	3,636.396 4	16.0364	0.4080	4,099.636 5

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 36.8863	117.2733	5.3900e-003	1.1200e-003	117.7322
Condo/Townhouse	158.468 / 158.468	1,144.5772	5.2140	0.1323	1,295.0944
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	171.079 / 171.079	1,235.6632	5.6289	0.1429	1,398.1587
Single Family Housing	157.68 / 157.68	1,138.8828	5.1881	0.1317	1,288.6512
User Defined Recreational	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		3,636.3964	16.0364	0.4080	4,099.6365

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 29.5091	93.8186	4.3100e-003	8.9000e-004	94.1858
Condo/Townhouse	126.775 / 126.775	899.2661	4.1704	0.1057	1,019.6157
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	136.864 / 136.864	970.8301	4.5023	0.1141	1,100.7572
Single Family Housing	126.144 / 126.144	894.7921	4.1497	0.1052	1,014.5430
User Defined Recreational	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		2,858.7069	12.8268	0.3259	3,229.1016

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	244.1377	14.4281	0.0000	547.1284
Unmitigated	976.5510	57.7125	0.0000	2,188.5136

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	1.12	0.2274	0.0134	0.0000	0.5095
Condo/Townhouse	554.76	112.6113	6.6551	0.0000	252.3691
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	3295.53	668.9628	39.5346	0.0000	1,499.1888
Single Family Housing	959.4	194.7495	11.5094	0.0000	436.4463
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		976.5510	57.7125	0.0000	2,188.5136

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.28	0.0568	3.3600e-003	0.0000	0.1274
Condo/Townhouse	138.69	28.1528	1.6638	0.0000	63.0923
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	823.883	167.2407	9.8836	0.0000	374.7972
Single Family Housing	239.85	48.6874	2.8773	0.0000	109.1116
User Defined Recreational	0	0.0000	0.0000	0.0000	0.0000
Total		244.1377	14.4281	0.0000	547.1284

9.0 Operational Offroad

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

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	212.4000	0.0000	0.0000	212.4000

10.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	300	212.4000	0.0000	0.0000	212.4000
Total		212.4000	0.0000	0.0000	212.4000

Appendix 3.0-b

AERSCREEN Output Files

Concentration	Distance	Elevation	Season/Month	Zo	sector	Date	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	HT	REF	TA	HT
2.18E-02	1	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.20E-02	25	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.23E-02	50	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.25E-02	75	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.27E-02	100	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.29E-02	125	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.32E-02	150	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.34E-02	175	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.36E-02	200	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.41E-02	225	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.43E-02	250	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.45E-02	275	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.47E-02	300	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.50E-02	325	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.52E-02	350.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.54E-02	375.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.56E-02	400	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.58E-02	425	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.60E-02	450	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.62E-02	475	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.65E-02	500	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.67E-02	525	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.69E-02	549.99	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.71E-02	575	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.73E-02	600	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.75E-02	625	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.77E-02	650	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.80E-02	675	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.82E-02	700	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.84E-02	725	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.86E-02	750	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.88E-02	775	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.90E-02	800	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.93E-02	825	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.95E-02	850	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.97E-02	875	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.99E-02	900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.01E-02	925	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				

1.81E-02	1900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.81E-02	1925.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.80E-02	1950.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.80E-02	1975	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.80E-02	2000	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2

Concentration	Distance	Elevation	Season/Month	Zo	sector	Date	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	HT	REF	TA	HT
1.97E-01	1	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.99E-01	25	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.01E-01	50	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.03E-01	75	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.05E-01	100	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.07E-01	125	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.09E-01	150	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.11E-01	175	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.13E-01	200	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.17E-01	225	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.19E-01	250	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.21E-01	275	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.23E-01	300	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.25E-01	325	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.27E-01	350.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.29E-01	375.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.31E-01	400	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.33E-01	425	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.35E-01	450	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.37E-01	475	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.39E-01	500	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.40E-01	525	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.42E-01	549.99	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.44E-01	575	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.46E-01	600	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.48E-01	625	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.50E-01	650	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.52E-01	675	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.54E-01	700	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.56E-01	725	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.58E-01	750	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.60E-01	775	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.62E-01	800	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.64E-01	825	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.66E-01	850	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.68E-01	875	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.70E-01	900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.72E-01	925	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				

1.63E-01	1900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.63E-01	1925.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.63E-01	1950.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.62E-01	1975	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.62E-01	2000	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2

Concentration	Distance	Elevation	Season/Month	Zo	sector	Date	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	ZO	BOWEN	ALBEDO	REF	WS	HT	REF	TA	HT
2.04E-01	1	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.06E-01	25	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.08E-01	50	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.10E-01	75	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.12E-01	100	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.15E-01	125	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.17E-01	150	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.19E-01	175	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.21E-01	200	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.25E-01	225	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.27E-01	250	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.29E-01	275	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.31E-01	300	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.33E-01	325	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.35E-01	350.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.37E-01	375.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.39E-01	400	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.41E-01	425	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.43E-01	450	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.45E-01	475	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.47E-01	500	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.49E-01	525	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.51E-01	549.99	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.53E-01	575	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.55E-01	600	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.57E-01	625	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.59E-01	650	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.61E-01	675	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.64E-01	700	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.66E-01	725	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.68E-01	750	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.70E-01	775	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.72E-01	800	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.74E-01	825	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.76E-01	850	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.78E-01	875	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.80E-01	900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.82E-01	925	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				

1.69E-01	1900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.69E-01	1925.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.69E-01	1950.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.68E-01	1975	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.68E-01	2000	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2

Concentration	Distance	Elevation	Season/Month	Zo	sector	Date	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS	HT	REF	TA	HT
1.96E-01	1	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.98E-01	25	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.00E-01	50	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.02E-01	75	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.04E-01	100	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.07E-01	125	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.09E-01	150	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.11E-01	175	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.13E-01	200	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.17E-01	225	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.19E-01	250	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.21E-01	275	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.23E-01	300	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.25E-01	325	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.26E-01	350.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.28E-01	375.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.30E-01	400	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.32E-01	425	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.34E-01	450	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.36E-01	475	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.38E-01	500	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.40E-01	525	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.42E-01	549.99	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.44E-01	575	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.46E-01	600	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.48E-01	625	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.50E-01	650	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.52E-01	675	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.54E-01	700	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.56E-01	725	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.57E-01	750	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.59E-01	775	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.61E-01	800	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.63E-01	825	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.65E-01	850	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.67E-01	875	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.69E-01	900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.71E-01	925	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				

1.63E-01	1900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.63E-01	1925.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.62E-01	1950.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.62E-01	1975	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.62E-01	2000	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2

Concentration	Distance	Elevation	Season/Month	Zo	sector	Date	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS	HT	REF	TA	HT
1.90E-01	1	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.92E-01	25	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.93E-01	50	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.95E-01	75	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.97E-01	100	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.99E-01	125	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.01E-01	150	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.03E-01	175	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.05E-01	200	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.09E-01	225	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.11E-01	250	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.13E-01	275	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.15E-01	300	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.17E-01	325	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.19E-01	350.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.20E-01	375.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.22E-01	400	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.24E-01	425	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.26E-01	450	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.28E-01	475	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.30E-01	500	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.32E-01	525	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.34E-01	549.99	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.35E-01	575	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.37E-01	600	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.39E-01	625	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.41E-01	650	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.43E-01	675	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.45E-01	700	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.47E-01	725	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.48E-01	750	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.50E-01	775	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.52E-01	800	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.54E-01	825	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.56E-01	850	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.58E-01	875	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.60E-01	900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.62E-01	925	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				

1.57E-01	1900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.57E-01	1925.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.57E-01	1950.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.56E-01	1975	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.56E-01	2000	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2

Concentration	Distance	Elevation	Season/Month	Zo	sector	Date	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS	HT	REF	TA	HT
1.80E-01	1	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.82E-01	25	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.84E-01	50	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.85E-01	75	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.87E-01	100	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.89E-01	125	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.91E-01	150	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.93E-01	175	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.95E-01	200	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
1.98E-01	225	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.00E-01	250	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.02E-01	275	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.04E-01	300	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.06E-01	325	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.07E-01	350.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.09E-01	375.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.11E-01	400	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.13E-01	425	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.14E-01	450	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.16E-01	475	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.18E-01	500	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.20E-01	525	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.22E-01	549.99	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.23E-01	575	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.25E-01	600	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.27E-01	625	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.29E-01	650	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.30E-01	675	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.32E-01	700	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.34E-01	725	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.36E-01	750	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.37E-01	775	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.39E-01	800	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.41E-01	825	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.43E-01	850	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.45E-01	875	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.46E-01	900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.48E-01	925	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				

1.49E-01	1900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.49E-01	1925.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.49E-01	1950.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.48E-01	1975	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.48E-01	2000	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2

Concentration	Distance	Elevation	Season/Month	Zo	sector	Date	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS	HT	REF	TA	HT
3.07E-02	1	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.10E-02	25	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.13E-02	50	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.17E-02	75	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.20E-02	100	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.23E-02	125	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.26E-02	150	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.29E-02	175	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.32E-02	200	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.39E-02	225	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.42E-02	250	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.45E-02	275	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.48E-02	300	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.51E-02	325	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.54E-02	350.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.57E-02	375.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.60E-02	400	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.63E-02	425	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.66E-02	450	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.69E-02	475	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.72E-02	500	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.75E-02	525	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.78E-02	549.99	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.81E-02	575	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.84E-02	600	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.87E-02	625	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.90E-02	650	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.93E-02	675	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.97E-02	700	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
4.00E-02	725	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
4.03E-02	750	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
4.06E-02	775	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
4.09E-02	800	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
4.12E-02	825	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
4.15E-02	850	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
4.18E-02	875	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
4.21E-02	900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
4.24E-02	925	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				

2.55E-02	1900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
2.54E-02	1925.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
2.54E-02	1950.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
2.53E-02	1975	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
2.53E-02	2000	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2

Concentration	Distance	Elevation	Season/Month	Zo	sector	Date	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS	HT	REF	TA	HT
2.30E-02	1	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.33E-02	25	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.35E-02	50	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.37E-02	75	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.40E-02	100	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.42E-02	125	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.45E-02	150	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.47E-02	175	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.49E-02	200	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.54E-02	225	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.57E-02	250	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.59E-02	275	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.61E-02	300	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.63E-02	325	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.66E-02	350.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.68E-02	375.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.70E-02	400	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.72E-02	425	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.75E-02	450	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.77E-02	475	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.79E-02	500	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.81E-02	525	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.84E-02	549.99	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.86E-02	575	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.88E-02	600	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.91E-02	625	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.93E-02	650	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.95E-02	675	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
2.97E-02	700	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.00E-02	725	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.02E-02	750	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.04E-02	775	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.06E-02	800	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.09E-02	825	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.11E-02	850	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.13E-02	875	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.16E-02	900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				
3.18E-02	925	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2				

1.91E-02	1900	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.91E-02	1925.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.90E-02	1950.01	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.90E-02	1975	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2
1.90E-02	2000	0	Winter	0-360	10011601	-0.17	0.024	-9	0.02	-999	8	7.9	0.15	6	0.45	0.5	10	315	2

Screening Health Risk Assessment Calculations

DPM Emission Rates and Average Concentrations for Screening HRA

Year	CalEEMod Output Emission Rate			AERSCREEN Maximum Concentrations	
	Max Daily DPM (lb/day)	Max Daily DPM (g/day)	Max DPM (g/s)	1-Hour DPM (µg/m3)	Annual DPM (µg/m3)
2015	0.102	46	0.00054	0.032	0.0032
2016	0.9281	421	0.00487	0.285	0.0285
2017	0.961	436	0.00505	0.295	0.0295
2018	0.9259	420	0.00486	0.284	0.0284
2019	0.8924	405	0.00469	0.274	0.0274
2020	0.8483	385	0.00445	0.26	0.026
2021	0.1457	66	0.00076	0.044	0.0044
2022	0.1086	49	0.00057	0.033	0.0033
				Weighted Average Concentration (µg/m³)	0.0218

Cancer Risk to Sensitive Receptors during Project Construction

Parameter	Description	Units	Adult Exposure	Child Exposure	Infant Exposure
Cair	Concentration	ug/m3	0.0218	0.0218	0.0218
DBR	Daily breathing rate	L/kg-day	302	581	581
EF	Exposure Frequency	days/year	350	350	350
ED	Exposure Duration	years	6.73	6.73	6.73
AT	Averaging Time	days	25550	25550	25550
	Inhaled Dose	(mg/kg-day)	6.1E-07	1.2E-06	1.2E-06
CPF	Cancer Potency Factor	1/(mg/kg-day)	1.1	1.1	1.1
ASF	Age Sensitivity Factor	-	1	3	5.08*
Cancer Risk			6.68E-07	3.85E-06	6.53E-06

*5.08 is weighted average Age Sensitivity Factor for exposure starting at third trimester, per OEHA guidance.

APPENDIX 4.0

James W. Cornett Curriculum Vitae

JAMES W. CORNETT

ECOLOGICAL CONSULTANTS

Begun in 1973, **James W. Cornett - Ecological Consultants** is today the only ecological consulting firm specializing in biological surveys and impact analyses in the California deserts. With over 1,150 studies completed as of 2015, there is no other company with as much experience in the arid regions of California.

The vast majority of clients have utilized the services of **JWC Ecological Consultants** in the preparation of biological impact analyses for environmental impact reports. These clients have included private corporations such as James M. Montgomery Consulting Engineers; Federated Development Company; Community Systems Associates; Dudek & Associates; The Keith Company, Lennar Communities and Krieger & Stewart Engineering Consultants. The firm has also had many contracts with governmental agencies such as the Bureau of Indian Affairs, Bureau of Land Management and the Army Corp of Engineers. Public utilities, such as Southern California Edison Company, Desert Water Agency, Coachella Valley Water District and Joshua Tree Water District, have utilized our services as well. A specialty of JWC is working with tribal governments including the Agua Caliente Band of Cahuilla Indians, Torres-Martinez, and the Tohono O'odam Nation in Southern Arizona. No other biological consulting firm has worked on as many projects with as many tribes as has JWC.

Protected, threatened, endangered species have frequently been the focus of the firm's work and their experience in this area is extensive. Bighorn Sheep, Casey's June Beetle, Burrowing Owl, Yuma Clapper Rail, LeConte's Thrasher, Least Bell's Vireo, Desert Tortoise, and Coachella Valley Fringe-toed Lizard are all sensitive species that have been studied by **JWC Ecological Consultants**.

In addition to biological surveys and impact analyses, JWC Ecological Consultants also develops revegetation and reclamation plans, reviews biological studies conducted by other parties, writes and develops natural history publications for client customers, provides sensitive species monitoring services and conducts university-level classes in desert ecology.

The principle of the firm is James W. Cornett, the former Director of Natural Sciences at the Palm Springs Desert Museum. Mr. Cornett is a recognized authority on the greater roadrunner, desert palm oasis ecology, and desert environments in general with 110 publications to his credit including dozens of books and peer-reviewed scientific papers. Mr. Cornett is the primary author of all biological assessment and impact reports prepared by **JWC Ecological Consultants**.

For additional information and references contact **James W. Cornett - Ecological Consultants**, P.O. Box 846, Palm Springs, California, 92263, jwcornett@aol.com, call 760-320-8135 or visit our web site at www.jwcecologicalconsultants.com.

JAMES W. CORNETT - CURRICULUM VITAE - 2015

Personal Data

Name---James W. Cornett

Mailing Address---P.O. Box 846, Palm Springs, California 92263

Telephone Number---760-320-8135; Fax 760-320-6182

Place of Birth---South Gate, California, U.S.A.

Education

B.A., Biology, University of California at Riverside, 1976

M.S., Biology, California State University at San Bernardino, 1980

Positions Held

January, 1973 - Present

Owner-principal, JWC Ecological Consultants, P.O. Box 846, Palm Springs, California 92263

January, 1996 – June, 2004

Director of Natural Sciences, Palm Springs Desert Museum, 101 Museum Drive, Palm Springs, California 92263, 760-325-7186.

January, 1980 – December, 1995

Curator of Natural Sciences, Palm Springs Desert Museum

September, 1976 - December, 1979

Assistant Curator of Natural Science, Palm Springs Desert Museum

September, 1975 - June, 1976

Natural Science Instructor, Palm Springs Desert Museum

January, 1973 - Present

Desert Ecology Columnist (weekly), Desert Sun-Gannett Newspapers, P.O. Box 2734, Palm Springs, California 92263.

JAMES W. CORNETT - CURRICULUM VITAE (continued)

January, 1981 - Present

Biology Instructor, University of California Extension, Riverside, California 92521, 909-787-4105. Courses taught include: Wildlife of The San Jacinto Mountains: The Upper Plateau, Mammals of the Colorado Desert, Endangered Species of the California Deserts, Ecology of the Desert Tortoise, Ecology of Joshua Tree, The Greater Roadrunner, Ecology of The North American Deserts, Ecology of The Colorado Desert and Ecology of the Coachella Valley.

October, 1975 - June, 1983

Biology and Natural Resources Instructor (part-time), College of The Desert, 43500 Monterey Road, Palm Desert, California 92260, 760-346-8041.

January, 1973 - June, 1974

Assistant Naturalist (part-time), The Living Desert, 47900 Portola Avenue, Palm Desert, California 92260, 760-346-5694.

Current and Past Professional Affiliations

American Society of Mammalogists

Bureau of Land Management Colorado Desert Advisory Committee (1986-1988)

California Botanical Society

California Native Plant Society

Ecological Society of America

Herpetologists League

International Palm Society

Joshua Tree National Park Association, Board Member (1993-2006)

Research Grant Reviewer, Joshua Tree National Park

Southern California Academy of Sciences

Southern California Botanists

Southwestern Naturalists' Society

Western Field Ornithologists

Past and Present Scientific Permits

California Department of Fish and Wildlife Scientific Collecting Permit #SC-3365

State of Arizona, Game & Fish Commission Scientific Collecting Permit #SP795885

Anza-Borrego Desert State Park Collecting Permit 2013

U. S. Fish & Wildlife Service Native Endangered Species Collecting Permit #TE64509A-0

Death Valley National Park Research Permit A9015 Cornett

Joshua Tree National Park Scientific Research Permit #JOTR-2007-SCI-0022

Past and Present Scientific Permits (continued)

Carlsbad Caverns National Park Scientific Research Permit #CAVE-2010-SCI-0015

Big Bend National Park Scientific Research Permit #BIBE-2008-SCI-0014

Saguaro National Park Scientific Research Permit #SAGU-2007-SCI-0006

Organ Pipe Cactus National Monument Scientific Research Permit #ORPI-2007-SCI-0011

University of California, Boyd Deep Canyon Desert Research Center, Research Permit

PARTIAL LIST OF BOOKS, ARTICLES AND PEER-REVIEWED PUBLICATIONS
Written by James W. Cornett

2014

The Splendid Ocotillo. Nature Trails Press, Palm Springs, California (in press).

Dos Palmas Preserve: An Expanding Oasis. California State University Desert Studies Center, 2014 Desert Symposium.

Population dynamics of the Joshua tree (*Yucca brevifolia*): twenty-three-year analysis, Lost Horse Valley, Joshua Tree National Park. California State University Desert Studies Center, 2014 Desert Symposium.

2013

The Splendid Ocotillo. Educational Bulletin #13-2. Desert Protective Council, San Diego, California.

Coachella Valley: Images of Nature. Nature Trails Press, Palm Springs.

Cornett, J. W. 2013. Population dynamics of the Joshua tree (*Yucca brevifolia*): nineteen-year analysis, Lee Flat, Death Valley National Park. 1st Death Valley Conference on Natural History Proceedings, in press, Death Valley Natural History Association.

Population Dynamics of the Joshua Tree (*Yucca brevifolia*): Twenty-Three-Year Analysis, Queen Valley, Joshua Tree National Park. CALIFORNIA STATE UNIVERSITY, DESERT STUDIES CONSORTIUM, Abstracts from the 2013 Symposium.

2012

The Desert Fan Palm: A Recent Invader in the American Southwest. CALIFORNIA STATE UNIVERSITY, DESERT STUDIES CONSORTIUM, Abstracts from the 2012 Symposium.

2011

The Chihuahuan Desert. Nature Trails Press, Palm Springs, California.

2010

Wildlife of The Southwest Desert, third edition. Nature Trails Press, Palm Springs, California.

Indian Uses of Desert Plant, third edition. Nature Trails Press, Palm Springs, California.

2009

Desert Palm Oasis: A Comprehensive Guide, Nature Trails Press, Palm Springs, California.

Population Dynamics of the Joshua Tree (*Yucca brevifolia*): Twenty Year Analysis, Upper Covington Flat, Joshua Tree National Park. CALIFORNIA STATE UNIVERSITY, DESERT STUDIES CONSORTIUM, Abstracts from the 2009 Desert Symposium.

2008

Dispersal Agents of Desert Fan Palm Seeds, CALIFORNIA STATE UNIVERSITY, DESERT STUDIES CONSORTIUM, Abstracts from the 2008 Desert Symposium

Ecology of Desert Palm Oases. In *Ecology of Desert Springs*, University of Arizona Press, Tucson, Arizona.

Wonders of the Coachella Valley, Nature Trails Press, Palm Springs, California.

2007

Do Roadrunners Hibernate? Saguaro National Park, Rincon Mountain District, Science Symposium, page 5.

Coachella Valley Wildflowers. Nature Trails Press, Palm Springs, California.

The Desert Tortoise: Answers to Frequent Questions. Nature Trails Press, Palm Springs, California

2006

Rapid Demise of Giant Joshua Trees, CALIFORNIA STATE UNIVERSITY, DESERT STUDIES CONSORTIUM, Abstracts from the 2006 Desert Symposium.

2005

Berdoo Canyon. DESERT MAGAZINE 4(3): 38-42.

2004

Desert Lizards, Nature Trails Press, Palm Springs, California.

Palm Canyon, DESERT MAGAZINE 3(9): 28-31

2003

Venomous Animals of the California Deserts, Palm Springs Desert Museum, Palm Springs, California.

2002

The Last Two Million Years, Palm Springs Desert Museum, Palm Springs, California.

Desert Snakes. Nature Trails Press, Palm Springs, California.

2001

How Indians Used Desert Plants. Nature Trails Press, California.

The Roadrunner. Nature Trails Press, Palm Springs, California.

2000

Desert Volcanoes. Palm Springs Desert Museum, Palm Springs, California.

Unusual foraging strategy by the greater roadrunner. WESTERN BIRDS 31(1):61-62.

2000

Saguaro: Questions and Answers. Nature Trails Press, Palm Springs, California.

The Joshua tree as a water source for woodrats. SAN BERNARDINO COUNTY MUSEUM ASSOCIATION QUARTERLY 47(2):75-76.

1999

The Joshua Tree. Nature Trails Press, Palm Springs, California.

The Greater Roadrunner. The Desert Protective Council, Educational Bulletin #99-3.

Roadrunner attack on juvenile desert tortoise. SAN BERNARDINO COUNTY MUSEUM ASSOCIATION QUARTERLY 46(2):57-58.

Indians and Desert Animals. Nature Trails Press, Palm Springs, California.

1998

Does the greater roadrunner hibernate? SAN BERNARDINO COUNTY MUSEUM ASSOCIATION QUARTERLY 45(2):103.

The California deserts: today and yesterday. Palm Springs Desert Museum, Palm Springs, California.

Rattlesnakes: answers to frequently asked questions. Nature Trails Press, Palm Springs, California.

1997

The desert fan palm. In *California's wild gardens.* California Native Plant Society, Sacramento, California.

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The Sonoran Desert: a brief natural history. Palm Springs Desert Museum, Palm Springs, California.

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1996

Death Valley National Park: Answers to Frequently Asked Questions. Palm Springs Desert Museum, Palm Springs, California.

Impacts of rodents on desert fan palm oases. SAN BERNARDINO COUNTY MUSEUM ASSOCIATION QUARTERLY 43(3):48-49.

Death Valley National Park (revised). Death Valley Natural History Association, Death Valley, California.

Rattlesnakes of the California Deserts. Palm Springs Desert Museum, Palm Springs, California.

The San Jacinto Mountains: A Brief Natural History. Palm Springs Desert Museum, Palm Springs, California.

1995

Indian Uses of Desert Plants (first edition). Palm Springs Desert Museum, Palm Springs, California.

Death Valley National Park. Death Valley Natural History Association, Death Valley, California.

The Joshua Tree. SAN BERNARDINO COUNTY MUSEUM ASSOCIATION QUARTERLY 42(3):65-67.

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1994

Coachella Valley fringe-toed lizard in *Life on the Edge.* With B. C. Bolster, R. W. Hansen, A. Muth and J. Rorabaugh. Biosystems Analysis, Santa Cruz, California.

The Black Widow. Palm Springs Desert Museum, Palm Springs, California.

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1993

The Scorpion. INDIAN WELLS MAGAZINE 2(1):59-60.

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1992

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The house finch. INDIAN WELLS MAGAZINE 1(3):69-70.

Scorpions! NATURAL SCIENCE PUBLICATION 12-92, Palm Springs Desert Museum, Palm Springs, California.

The coyote. INDIAN WELLS MAGAZINE 1(2):47-48.

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1991

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1990

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1989

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