

Sweetwater Vistas Project

PDS2015-GPA-15-006; PDS2015-SPA-15-002

PDS2015-REZ-15-008; PDS2015-TM-5608

PDS2015-MUP-89-015W4; PDS2015-STP-15-016

PDS2015-ER-89-19-015I

Air Quality Analysis Report

August 2016

Prepared for:

**County of San Diego
Planning & Development Services**

5510 Overland Avenue, Suite 310
San Diego, CA 92123

Prepared by:

HELIX Environmental Planning, Inc.

7578 El Cajon Boulevard
La Mesa, CA 91942

Sweetwater Vistas Project

Air Quality Analysis Report

PDS2015-GPA-15-006; PDS2015-SPA-15-002
PDS2015-REZ-15-008; PDS2015-TM-5608
PDS2015-MUP-89-015W4; PDS2015-STP-15-016
PDS2015-ER-89-19-015I

Prepared for:
County of San Diego
Planning & Development Services
5510 Overland Avenue, Suite 310
San Diego, CA 92123

Project Proponent:
Sweetwater Vistas, LLC
1620 Fifth Avenue, Suite 400
San Diego, CA 92101

Prepared by:
Joanne M. Dramko, AICP
County-approved Air Quality Consultant
HELIX Environmental Planning, Inc.
7578 El Cajon Boulevard
La Mesa, CA 91942

August 2016

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
EXECUTIVE SUMMARY	1
1.0 INTRODUCTION AND PROJECT DESCRIPTION.....	1
1.1 Purpose of the Report.....	1
1.2 Project Location and Description.....	1
1.3 Project Design Features and Best Management Practices	2
1.3.1 Regulatory Requirements.....	2
1.3.2 Construction Best Management Practices	3
1.3.3 Project Design Features	4
2.0 EXISTING CONDITIONS.....	4
2.1 Climate / Meteorology and Temperature Inversions	4
2.2 Air Pollutants of Concern	5
2.3 Regulatory Setting	7
2.4 Background Air Quality.....	10
3.0 SIGNIFICANCE CRITERIA AND ANALYSIS METHODOLOGIES.....	12
3.1 Significance Criteria	12
3.2 Methodology	13
4.0 PROJECT IMPACT ANALYSIS.....	18
4.1 Conformance to the Regional Air Quality Strategy.....	18
4.1.1 Guidelines for the Determination of Significance	18
4.1.2 Significance of Impacts Prior to Mitigation.....	19
4.1.3 Mitigation Measures and Design Considerations	20
4.1.4 Conclusions.....	20
4.2 Conformance to Federal and State Ambient Air Quality Standards.....	21
4.2.1 Construction Impacts	21
4.2.1.1 Guidelines for the Determination of Significance.....	21
4.2.1.2 Significance of Impacts Prior to Mitigation	21
4.2.1.3 Mitigation Measures and Design Considerations.....	22
4.2.1.4 Conclusions	23
4.2.2 Operational Impacts	23
4.2.2.1 Guidelines for the Determination of Significance.....	23
4.2.2.2 Significance of Impacts Prior to Mitigation	23
4.2.2.3 Mitigation Measures and Design Considerations.....	26
4.2.2.4 Conclusions	26
4.3 Cumulatively Considerable Net Increase of Criteria Pollutants	26
4.3.1 Construction Impacts	26
4.3.1.1 Guidelines for the Determination of Significance.....	27
4.3.1.2 Significance of Impacts Prior to Mitigation	27
4.3.1.3 Mitigation Measures and Design Considerations.....	27
4.3.1.4 Conclusions	28

TABLE OF CONTENTS (cont.)

<u>Section</u>	<u>Page</u>
4.0 PROJECT IMPACT ANALYSIS (cont.)	
4.3.2 Operational Impacts	28
4.3.2.1 Guidelines for the Determination of Significance.....	28
4.3.2.2 Significance of Impacts Prior to Mitigation	28
4.3.2.3 Mitigation Measures and Design Considerations.....	28
4.3.2.4 Conclusions	28
4.4 Impacts to Sensitive Receptors	29
4.4.1 Guidelines for the Determination of Significance	29
4.4.2 Significance of Impacts Prior to Mitigation.....	29
4.4.3 Mitigation Measures and Design Considerations	30
4.4.4 Conclusions.....	30
4.5 Odor Impacts.....	30
4.5.1 Guidelines for the Determination of Significance	30
4.5.2 Significance of Impacts Prior to Mitigation.....	30
4.5.3 Mitigation Measures and Design Considerations	31
4.5.4 Conclusions.....	31
5.0 SUMMARY OF RECOMMENDED PROJECT DESIGN FEATURES, IMPACTS, AND MITIGATION	31
5.1 Project Design Features	31
5.2 Project Impacts.....	31
5.3 Project Mitigation	32
6.0 REFERENCES	33
7.0 LIST OF PREPARERS AND PERSONS AND ORGANIZATIONS CONTACTED.....	35

TABLE OF CONTENTS (cont.)

APPENDICES

- A Construction and Operation Criteria Pollutant Modeling

LIST OF FIGURES

<u>No.</u>	<u>Title</u>	<u>Follows Page</u>
1	Regional Location Map.....	2
2	Project Vicinity	2
3	Proposed Project Site Plan.....	2

LIST OF TABLES

<u>No.</u>	<u>Title</u>	<u>Page</u>
1	California and National Ambient Air Quality Standards.....	8
2	Federal and State Air Quality Designation	10
3	Air Quality Monitoring Data	11
4	Screening-level Thresholds for Air Quality Impact Analysis.....	13
5	Construction Equipment Assumptions	14
6	Anticipated Construction Schedule.....	16
7	Estimated Construction Emissions	22
8	Operational Emissions	24
9	Concurrent Operational and Construction Emissions.....	24
10	CO Hotspots Modeling Results	26

GLOSSARY OF TERMS AND ACRONYMS

$\mu\text{g}/\text{m}^3$	micrograms per cubic meter
ADT	average daily trips
ANFO	ammonium nitrate/fuel oil
AQIA	Air Quality Impact Assessment
BMPs	best management practices
CAA	Clean Air Act (Federal)
CAAQS	California Ambient Air Quality Standard
CalEEMod	California Emission Estimator Model
CalEPA	California Environmental Protection Agency
CALINE4	California Line Source Dispersion Model (Version 4)
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CO	carbon monoxide
COS	Conservation and Open Space
County	County of San Diego
DPM	diesel particulate matter
du	dwelling unit
°F	Fahrenheit
g/L	grams per liter
H ₂ S	hydrogen sulfide
HI	hazard index
HQ	hazard quotient
IEM	Iowa Environmental Mesonet
lbs	pounds
LOS	level of service
MEI	maximally exposed individual
mph	miles per hour
MSCP	Multiple Species Conservation Program
NAAQS	National Ambient Air Quality Standard
NO	nitrogen oxide

GLOSSARY OF TERMS AND ACRONYMS (cont.)

NO _x	oxides of nitrogen
NO ₂	nitrogen dioxide
O ₃	Ozone
OEHHA	California Office of Environmental Health Hazard Assessment
OS	Open Space
Pb	lead
PM ₁₀	respirable particulate matter (particulate matter with an aerodynamic diameter of 10 microns or less)
PM _{2.5}	fine particulate matter (particulate matter with an aerodynamic diameter of 2.5 microns or less)
ppb	parts per billion
ppm	parts per million
PVC	polyvinyl chloride
RAQS	Regional Air Quality Strategy
REL	reference exposure levels
Roadway Model	Road Construction Emissions Model
RTP	Regional Transportation Plan
RU	Urban Residential
SANDAG	San Diego Association of Governments
SCAQMD	South Coast Air Quality Management District
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SIP	State Implementation Plan
SO _x	oxides of sulfur
SO ₂	sulfur dioxide
TACs	Toxic Air Contaminants
T-BACT	Toxics Best Available Control Technology
TIA	Traffic Impact Analysis
TSP	total suspended particulate
VOCs	volatile organic compounds
WRCC	Western Regional Climate Center
USEPA	United States Environmental Protection Agency

THIS PAGE INTENTIONALLY LEFT BLANK

EXECUTIVE SUMMARY

This report presents an assessment of potential air quality impacts associated with the proposed Sweetwater Vistas Project (Proposed Project or Project). The evaluation addresses the potential for air pollutant emissions during construction and after full buildout of the Project.

The Project would result in emissions of air pollutants during both the construction phase (including blasting) and operational phase of the Project. Construction best management practices (BMPs) would be implemented by the Project, including measures to minimize fugitive dust control emissions, such as watering twice per day during grading and stabilization of storage piles. The Project would comply with Rule 55, which requires that no visible dust is emitted beyond the property line for a period or periods aggregating more than 3 minutes in any 60-minute period, and would incorporate measures to minimize the track-out/carry-out of visible roadway dust. The Project will require the construction fleet to use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters and utilize California Air Resources Board (CARB)/U.S. Environmental Protection Agency (USEPA) Engine Certification Tier 4, or other equivalent methods approved by the CARB. With the inclusion of these BMPs, emissions of all criteria pollutants would be below the daily thresholds during construction, and short-term construction impacts would be less than significant.

Operational emissions associated with the Project would include vehicular traffic and area sources such as energy use, landscaping, and the use of consumer products. The Project would incorporate energy-efficiency features that would meet 2013 California Title 24 Energy Efficiency Standards. Criteria pollutant emissions would not exceed the daily screening level thresholds during Project operation.

Development of the Project would be consistent with the County of San Diego (County) Regional Air Quality Strategy (RAQS) and would not result in any cumulatively considerable emissions of nonattainment air pollutants that would exceed the screening level thresholds.

The Project would not result in the exposure of sensitive receptors to substantial emissions of pollutants, toxic air contaminants (TACs), or odors. The Project would not result in the degradation of roadway intersections such that emissions of carbon monoxide (CO) would exceed state or federal standards that would result in a CO hotspot. An evaluation of potential odors from construction activities and Project operation indicated that the Project would not expose substantial numbers of people to objectionable odors.

THIS PAGE INTENTIONALLY LEFT BLANK

1.0 INTRODUCTION AND PROJECT DESCRIPTION

1.1 Purpose of the Report

This report analyzes potential air quality impacts associated with the proposed Sweetwater Vistas Project (Proposed Project or Project), which includes an evaluation of existing conditions in the Project vicinity, an assessment of potential impacts associated with Project construction, and an evaluation of Project operational impacts. The analysis of impacts and report is prepared in accordance with the County of San Diego (County) Guidelines for Determining Significance and Report Content and Format Requirement for Air Quality (County 2007).

1.2 Project Location and Description

The Project consists of 52.0 acres and is located in the unincorporated area of Spring Valley (see Figure 1, *Regional Location Map*). Approximately 43.4 acres of the project are located at the northwest corner of Jamacha Boulevard and Sweetwater Springs Boulevard (the “Western Parcel”). Approximately 8.6 acres of the project are located at the southeast corner of Jamacha Boulevard and Sweetwater Springs Boulevard, directly west of the Otay Water District offices (the “Eastern Parcel”). These sites are bisected by Jamacha Boulevard and are depicted in Figure 2, *Project Vicinity*.

The applicant and former lender of this property acquired it through foreclosure on September 5, 2014. These 52.0 acres are part of the 653-acre Pointe San Diego Specific Plan and related permits initially approved August 1, 1990 and subsequently amended October 22, 2003. The previously approved permits have all expired.

The current project includes the development of a new master planned community consisting of 218 multi-family residential units and approximately 27.9 acres of biological open space. The residential development would include 218 multi-family units on the 43.4-acre Western Parcel. The residential development would be divided into three lots as reflected in Figure 3, *Proposed Project Site Plan*. Lots 1 and 2 would be developed with a total of 143 residential condominium units and Lot 3 would be develop with 75 residential condominium units. Hansen’s Creek, which bisects the Western Parcel, will be preserved. The 8.6-acre Eastern Parcel (previously approved for office development) containing high quality habitat would be placed in Biological Open Space. Earthwork is estimated to consist of 129,000 cubic yards of balanced cut and fill.

The Project will require a General Plan Amendment, Specific Plan Amendment, Rezone, Multiple Species Conservation Program (MSCP) Boundary Line Adjustment, and Tentative Map. In addition, in November 2014, the applicant made a formal request with the Department of Public Works for the vacation of the right-of-way for State Route 54 dedicated on Subdivision Map No. 12924.

The General Plan Amendment would update the Spring Valley Community Plan map and text. The proposed amendment would change the land use designation from Specific Plan to Village Residential and Open Space-Conservation (OS-C) and would delete language related to the “promised resort, restaurants and businesses” in the text of the Spring Valley Community Plan. The Specific Plan Amendment would update the Pointe San Diego Specific Plan to delete

language related to the resort. The proposed land use designation for the Western Parcel would be Village Residential 15 (VR-15) and the proposed land use designation for the Eastern Parcel would be OS-C.

Based on a trip generation estimate prepared by Linscott, Law & Greenspan Engineers (LLG) dated July 2016, average daily trips (ADTs) generated by the proposed 218 residential units total 1,744.

1.3 Project Design Features and Best Management Practices

1.3.1 Regulatory Requirements

Construction Measures

The Project would incorporate best management practices (BMPs) during construction to reduce emissions of fugitive dust. San Diego County Air Pollution Control District (SDAPCD) Rule 55 – Fugitive Dust Control states that no dust and/or dirt shall leave the property line. SDAPCD Rule 55 requires the following:

1. **Airborne Dust Beyond the Property Line:** No person shall engage in construction or demolition activity subject to this rule in a manner that discharges visible dust emissions into the atmosphere beyond the property line for a period or periods aggregating more than 3 minutes in any 60-minute period.
2. **Track-Out/Carry-Out:** Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall:
 - (i) be minimized by the use of any of the following or equally effective track-out/carry-out and erosion control measures that apply to the Project or operation:
 - (a) track-out grates or gravel beds at each egress point;
 - (b) wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks;
 - (c) using secured tarps or cargo covering, watering, or treating of transported material; and
 - (ii) be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only PM₁₀-efficient street sweepers certified to meet the most current South Coast Air Quality Management District (SCAQMD) Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.



Regional Location Map

SWEETWATER VISTAS

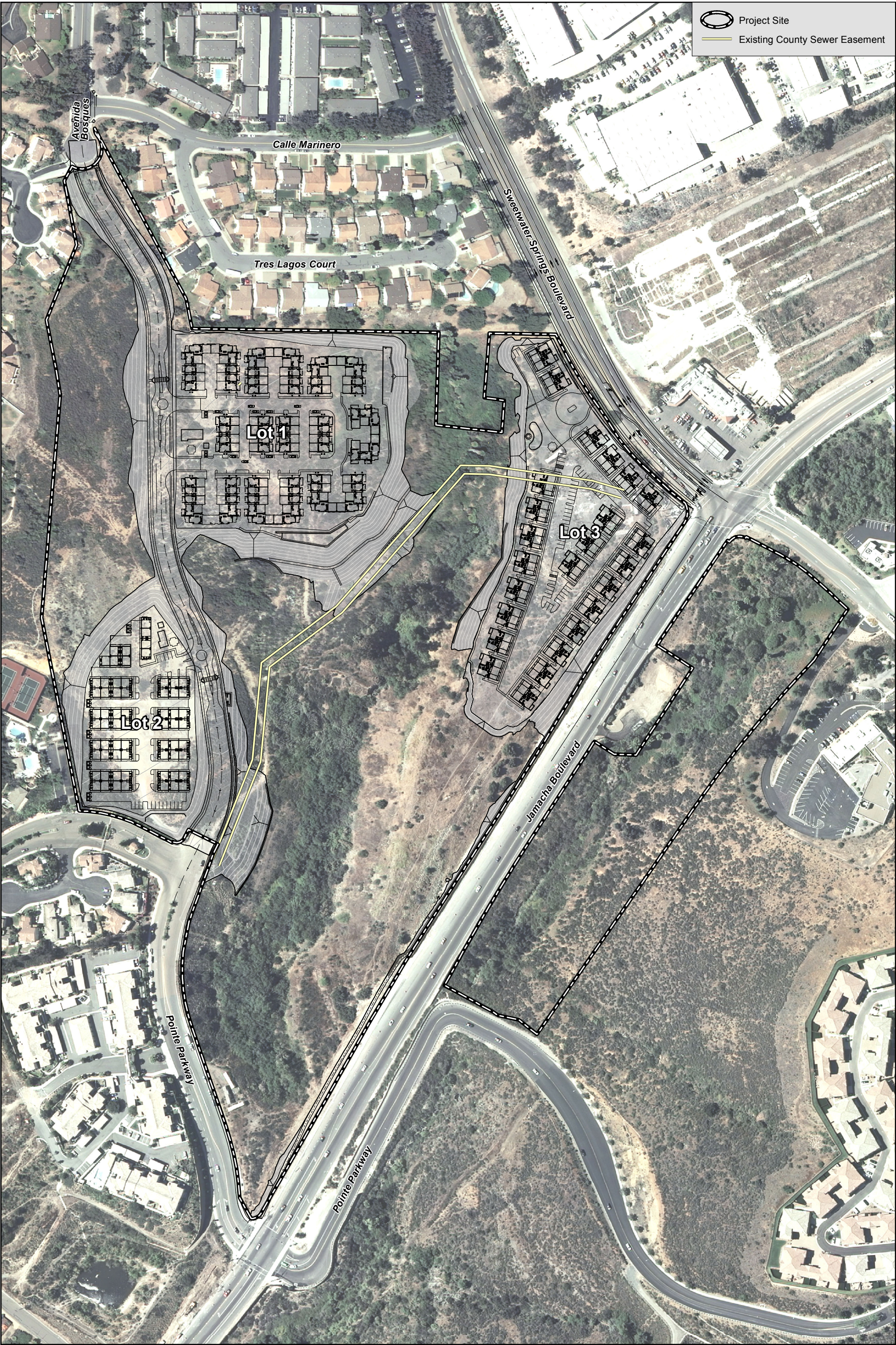
Figure 1



I:\PROJECTS\DI\DOW\DOW-42 ThePointeMap\AO\Fig2 Location Aerial.mxd DOW-05 08/05/15 -RK

Project Vicinity

SWEETWATER VISTAS



Proposed Project Site Plan

SWEETWATER VISTAS

Figure 3

Area Source Reductions

- Use of low- volatile organic compound (VOC) coatings in accordance with, or exceeding, SDAPCD Rule 67.
 - o Residential interior VOC coatings are to be less than or equal to 50 grams per liter (g/L).
 - o Residential exterior coatings are to be less than or equal to 100 g/L.
 - o Non-residential interior/exterior coatings are to be less than or equal to 100 g/L.

Energy Efficiencies

- The Project will be designed to meet 2013 Title 24 energy efficiency standards.

Solid Waste Reduction

- A Construction and Demolition Debris Management Plan will be developed to divert debris from construction and demolition away from landfills. In accordance with County Ordinance Sections 68.508 through 68.518, 90 percent of inerts and 70 percent of all other materials from the Project will be recycled.
- In accordance with CALGreen criteria and state and local laws, at least 50 percent of operational waste would be diverted from landfills through reuse and recycling.
- Provide areas for storage and collection of recyclables and yard waste in accordance with 2013 CALGreen.

1.3.2 Construction Best Management Practices

The Project would implement the BMP control measures listed below:

- The Project applicant will require the contractor(s) to implement paving, chip sealing, or chemical stabilization of internal roadways after completion of grading.
- Dirt storage piles will be stabilized by chemical binders, tarps, fencing or other erosion control.
- A 15-mile per hour (mph) speed limit will be enforced on unpaved surfaces.
- On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather.
- Haul trucks hauling dirt, sand, soil, or other loose materials will be covered or 2 feet of freeboard will be maintained.

- Disturbed areas shall be hydroseeded, landscaped, or developed as quickly as possible and as directed by the County and/or SDAPCD to reduce dust generation.
- Grading will be terminated if winds exceed 25 mph.
- Any blasting areas would be wetted down prior to initiating the blast.
- The Project will require the construction fleet to use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters and utilize California Air Resources Board (CARB)/U.S. Environmental Protection Agency (USEPA) Engine Certification Tier 4, or other equivalent methods approved by the CARB.

1.3.3 Project Design Features

In addition, the Project proposes design features which would reduce the operational emissions of criteria air pollutants associated with the Proposed Project. These design features would be included as building permit conditions and verified prior to the issuance of final certificate of occupancy. These include, but are not limited to, the following:

Energy Efficiencies

- Electric car re-charging outlets in garages.
- Installation of programmable thermostat timers.
- Installation of energy efficient appliances (Energy Star™ or equivalent).
- Installation of high efficiency water heaters.

2.0 EXISTING CONDITIONS

2.1 Climate / Meteorology and Temperature Inversions

The climate in southern California, including the San Diego Air Basin (SDAB), is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. Areas within 30 miles of the coast experience moderate temperatures and comfortable humidity.

The predominant wind direction in the vicinity of Project site is from the west and the average wind speed is approximately 5 miles per hour (Iowa Environmental Mesonet [IEM] 2015). The annual average maximum temperature in the Project area is approximately 75 degrees Fahrenheit (°F), and the average minimum temperature is approximately 52°F. Total precipitation in the Project area averages approximately 13 inches annually. Precipitation occurs mostly during the winter and relatively infrequently during the summer (Western Regional Climate Center [WRCC] 2015).

Due to its climate, the SDAB experiences frequent temperature inversions (temperature increases as altitude increases, which is the opposite of general patterns). Temperature inversions prevent air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction

between the ocean surface and the lower layer of the atmosphere, creating a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and nitrogen dioxide (NO₂) react under strong sunlight, creating smog. Light, daytime winds, predominantly from the west, further aggravate the condition by driving the air pollutants inland, toward the foothills. During the fall and winter, air quality problems are created due to carbon monoxide (CO) and NO₂ emissions. High NO₂ levels usually occur during autumn or winter, on days with summer-like conditions.

2.2 Air Pollutants of Concern

Criteria Air Pollutants

Federal and state laws regulate air pollutants emitted into the ambient air by stationary and mobile sources. These regulated air pollutants are known as “criteria air pollutants” and are categorized as primary and secondary standards. Primary standards are set of limits based on human health. Another set of limits intended to prevent environmental and property damage is called secondary standards. Criteria pollutants are defined by state and federal law as a risk to the health and welfare of the general public.

The following specific descriptions of health effects for each air pollutant associated with Project construction and operation are based on USEPA (USEPA 2007) and CARB (CARB 2009).

Ozone. O₃ is considered a photochemical oxidant, which is a chemical that is formed when VOCs and oxides of nitrogen (NO_x), both by-products of fuel combustion, react in the presence of ultraviolet light. Ozone is considered a respiratory irritant and prolonged exposure can reduce lung function, aggravate asthma, and increase susceptibility to respiratory infections. Children and those with existing respiratory diseases are at greatest risk from exposure to ozone.

Carbon Monoxide. CO is a product of fuel combustion, and the main source of CO in the SDAB is from motor vehicle exhaust. CO is an odorless, colorless gas. CO affects red blood cells in the body by binding to hemoglobin and reducing the amount of oxygen that can be carried to the body’s organs and tissues. CO can cause health effects to those with cardiovascular disease, and can also affect mental alertness and vision.

Nitrogen Dioxide. NO₂ is also a by-product of fuel combustion, and is formed both directly as a product of combustion and in the atmosphere through the reaction of nitric oxide (NO) with oxygen. NO₂ is a respiratory irritant and may affect those with existing respiratory illness, including asthma. NO₂ can also increase the risk of respiratory illness.

Respirable Particulate Matter and Fine Particulate Matter. Respirable particulate matter, or PM₁₀, refers to particulate matter with an aerodynamic diameter of 10 microns or less. Fine particulate matter, or PM_{2.5}, refers to particulate matter with an aerodynamic diameter of 2.5 microns or less. Particulate matter in these size ranges has been determined to have the potential to lodge in the lungs and contribute to respiratory problems. PM₁₀ and PM_{2.5} arise from a variety of sources, including road dust, diesel exhaust, fuel combustion, tire and brake wear, construction operations and windblown dust. PM₁₀ and PM_{2.5} can increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis. PM_{2.5} is considered to have the potential to lodge deeper in the lungs.

Sulfur dioxide. Sulfur dioxide (SO₂) is a colorless, reactive gas that is produced from the burning of sulfur-containing fuels such as coal and oil, and by other industrial processes. Generally, the highest concentrations of SO₂ are found near large industrial sources. SO₂ is a respiratory irritant that can cause narrowing of the airways leading to wheezing and shortness of breath. Long-term exposure to SO₂ can cause respiratory illness and aggravate existing cardiovascular disease.

Lead. Lead (Pb) in the atmosphere occurs as particulate matter. Pb has historically been emitted from vehicles combusting leaded gasoline, as well as from industrial sources. With the phase-out of leaded gasoline, large manufacturing facilities are the sources of the largest amounts of lead emissions. Pb has the potential to cause gastrointestinal, central nervous system, kidney and blood diseases upon prolonged exposure. Pb is also classified as a probable human carcinogen.

Sulfates. Sulfates are the fully oxidized ionic form of sulfur. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to SO₂ during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of SO₂ to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features. The CARB's sulfates standard is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide. Hydrogen sulfide (H₂S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation. Breathing H₂S at levels above the standard would result in exposure to a very disagreeable odor. In 1984, a CARB committee concluded that the ambient standard for H₂S is adequate to protect public health and to significantly reduce odor annoyance.

Vinyl Chloride. Vinyl chloride, a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage. Cancer is a major concern from exposure to vinyl chloride via inhalation. Vinyl chloride exposure has been shown to increase the risk of angiosarcoma, a rare form of liver cancer, in humans.

Visibility-Reducing Particles. Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt. These particles in the atmosphere would obstruct the range of visibility.

This standard is intended to limit the frequency and severity of visibility impairment due to regional haze.

Toxic Air Contaminants

The Health and Safety Code (§39655, subd. (a).) defines a toxic air contaminant (TAC) as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the Federal Clean Air Act (CAA) (42 United States Code Section 7412[b]) is a TAC. Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

2.3 Regulatory Setting

Air quality is defined by ambient air concentrations of specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. The USEPA is responsible for enforcing the Federal CAA of 1970 and its 1977 and 1990 Amendments. The CAA required the USEPA to establish National Ambient Air Quality Standards (NAAQS), which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the USEPA established both primary and secondary standards for several pollutants (called “criteria” pollutants, specifically, ozone, particulate matter, carbon monoxide, nitrogen oxides, sulfur dioxide, and lead). Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere. Table 1, *California and National Ambient Air Quality Standards*, shows the federal and state ambient air quality standards.

Table 1 CALIFORNIA AND NATIONAL AMBIENT AIR QUALITY STANDARDS				
Pollutant	Averaging Time	California Standards	Federal Standards	
			Primary ^a	Secondary ^b
O ₃	1 Hour	0.09 ppm (180 µg/m ³)	–	–
	8 Hour	0.070 ppm (137 µg/m ³)	0.075 ppm (147 µg/m ³)	Same as Primary
PM10	24 Hour	50 µg/m ³	150 µg/m ³	Same as Primary
	AAM	20 µg/m ³	–	Same as Primary
PM2.5	24 Hour	–	35 µg/m ³	Same as Primary
	AAM	12 µg/m ³	12.0 µg/m ³	Same as Primary
CO	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	–
	8 Hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	–
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)	–	–
NO ₂	AAM	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	Same as Primary
	1 Hour	0.18 ppm (339 µg/m ³)	0.100 ppm (188 µg/m ³)	–
SO ₂	24 Hour	0.04 ppm (105 µg/m ³)	–	–
	3 Hour	–	–	0.5 ppm (1,300 µg/m ³)
	1 Hour	0.25 ppm (655 µg/m ³)	0.075 ppm (196 µg/m ³)	–
Lead	30-day Avg.	1.5 µg/m ³	–	–
	Calendar Quarter	–	1.5 µg/m ³	Same as Primary
	Rolling 3-month Avg.	–	0.15 µg/m ³	
Visibility Reducing Particles	8 hour	Extinction coefficient of 0.23 per km – visibility ≥ 10 miles (0.07 per km – ≥30 miles for Lake Tahoe)	No Federal Standards	
Sulfates	24 Hour	25 µg/m ³		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m ³)		

Source: CARB 2013.

Note: More detailed information in the data presented in this table can be found at the CARB website (www.arb.ca.gov).

O₃: ozone; ppm: parts per million; µg/m³: micrograms per cubic meter; PM₁₀: large particulate matter;

AAM: Annual Arithmetic Mean; PM_{2.5}: fine particulate matter; CO: carbon monoxide;

mg/m³: milligrams per cubic meter; NO₂: nitrogen dioxide; SO₂: sulfur dioxide; km: kilometer; –: No Standard.

^a National Primary Standards: The levels of air quality necessary, within an adequate margin of safety, to protect the public health.

^b National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

The CAA allows states to adopt ambient air quality standards and other regulations provided they are at least as stringent as federal standards. The CARB has established the more stringent California Ambient Air Quality Standards (CAAQS) for the six criteria pollutants through the

California Clean Air Act of 1988 (CCAA), and also has established CAAQS for additional pollutants, including sulfates, H₂S, vinyl chloride and visibility-reducing particles. Areas that do not meet the NAAQS or the CAAQS for a particular pollutant are considered to be “nonattainment areas” for that pollutant. On April 30, 2012, the SDAB was classified as a marginal nonattainment area for the 8-hour NAAQS for ozone (CARB 2015b). The SDAB is an attainment area for the NAAQS for all other criteria pollutants. The SDAB currently falls under a national “maintenance plan” for CO, following a 1998 redesignation as a CO attainment area (SDAPCD 2010). The SDAB is currently classified as a nonattainment area under the CAAQS for ozone (serious nonattainment), PM₁₀, and PM_{2.5} (CARB 2014).

The CARB is the state regulatory agency with authority to enforce regulations to both achieve and maintain the NAAQS and CAAQS. The local air district has the primary responsibility for the development and implementation of rules and regulations designed to attain the NAAQS and CAAQS, as well as the permitting of new or modified sources, development of air quality management plans, and adoption and enforcement of air pollution regulations. The SDAPCD is the local agency responsible for the administration and enforcement of air quality regulations for San Diego County.

The SDAPCD and San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The San Diego County Regional Air Quality Strategy (RAQS) was initially adopted in 1991, and is updated on a triennial basis. The most recent version of the RAQS was adopted by the SDAPCD in 2009. The local RAQS, in combination with those from all other California nonattainment areas with serious (or worse) air quality problems, is submitted to the CARB, which develops the California State Implementation Plan (SIP).

The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County as part of the development of the County’s General Plan.

The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin.

The current federal and state attainment status (Table 2, *Federal and State Air Quality Designation*) for San Diego County is as follows:

Table 2 FEDERAL AND STATE AIR QUALITY DESIGNATION		
Criteria Pollutant	Federal Designation	State Designation
Ozone (1-hour)	(No federal standard)	Nonattainment
Ozone (8-hour)	Nonattainment	Nonattainment
CO	Maintenance	Attainment
PM ₁₀	Unclassifiable	Nonattainment
PM _{2.5}	Attainment	Nonattainment
NO ₂	Attainment	Attainment
SO ₂	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	(No federal standard)	Attainment
Hydrogen Sulfide	(No federal standard)	Unclassifiable
Visibility	(No federal standard)	Unclassifiable

Source: CARB 2014 and USEPA 2015b

2.4 **Background Air Quality**

The SDAPCD operates a network of ambient air monitoring stations throughout the County. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the CAAQS and the NAAQS. The nearest ambient monitoring stations to the Project site is the El Cajon monitoring station located at 1145 Redwood Avenue. Air quality data for this monitoring station are shown on Table 3, *Air Quality Monitoring Data*.

Monitoring data at the El Cajon station has had acceptable levels of the criteria air pollutants CO, NO₂, and SO₂ for 2012 to 2014. Violations of the state and federal 8-hour standards for ozone occurred in 2012 and 2013. One violation of the federal 24-hour PM_{2.5} standard occurred during 2012 and two occurred during 2014. The state annual PM₁₀ standard was exceeded in 2012 and 2013.

Table 3
AIR QUALITY MONITORING DATA

Air Pollutant	2012	2013	2014
Ozone			
Max 1-hour (ppm)	0.086	0.090	0.059
Days > CAAQS (0.09 ppm)	0	0	0
Max 8-hour (ppm)	0.074	0.078	0.053
Days > NAAQS (0.075 ppm)	0	1	0
Days > CAAQS (0.070 ppm)	1	3	0
Particulate Matter (PM₁₀)			
Max Daily (µg/m ³)	48.0	41.0	48.0
Days > NAAQS (150 µg/m ³)	0	0	0
Days > CAAQS (50 µg/m ³)	0	0	0
Annual Average (µg/m ³)	23.4	24.4	No Data
Exceed CAAQS (20 µg/m ³)	Yes	Yes	-
Particulate Matter (PM_{2.5})			
Max Daily (µg/m ³)	37.7	23.1	38.1
Days > NAAQS (35 µg/m ³)	1	0	2
Annual Average (µg/m ³)	10.5	10.6	No Data
Exceed NAAQS (15 µg/m ³)	No	No	-
Exceed CAAQS (12 µg/m ³)	No	No	-
Nitrogen Dioxide (NO₂)			
Max 1-hour (ppm)	0.059	0.051	0.048
Days > NAAQS (0.10 ppm)	0	0	0
Days > CAAQS (0.18 ppm)	0	0	0
Annual Average (ppm)	No Data	0.013	0.013
Exceed NAAQS (0.053 ppm)	-	No	No
Exceed CAAQS (0.030 ppm)	-	No	No
Carbon Monoxide (CO)			
Max 8-hour (ppm)	1.86	No Data	No Data
Days > NAAQS (9.0 ppm)	0	-	-
Days > CAAQS (9.0 ppm)	0	-	-
Max 1-hour (ppm)	4.4	3.2	3.5
Days > NAAQS (35 ppm)	0	0	0
Days > CAAQS (20 ppm)	0	0	0
Sulfur Dioxide (SO₂)			
Max Daily Measurement (ppm)	0.001	0.001	No Data
Days > CAAQS (0.04 ppm)	0	0	-

Sources: CARB 2015a (www.arb.ca.gov); USEPA 2015a (http://www.epa.gov/airdata/ad_rep_con.html) (used for 1-hour CO)

> = exceeding; ppm = parts per million; µg/m³ = micrograms per cubic meter;

Standard Mean = Annual Arithmetic Mean; No Data = Insufficient data available to determine the value.

3.0 SIGNIFICANCE CRITERIA AND ANALYSIS METHODOLOGIES

3.1 Significance Criteria

The County (2007) has approved guidelines for determining significance based on Appendix G.III of the State California Environmental Quality Act (CEQA) Guidelines, which provide guidance that a project would have a significant environmental impact if it would:

1. Conflict with or obstruct the implementation of the San Diego RAQS or applicable portions of the SIP;
2. Result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation;
3. Result in a cumulatively considerable net increase for which the SDAB is in non-attainment of NAAQS or CAAQS;
4. Expose sensitive receptors (including, but not limited to, residences, schools, hospitals, resident care facilities, or day-care centers) to substantial pollutant concentrations; and/or
5. Create objectionable odors affecting a substantial number of people.

To determine whether a project would (a) result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation, or (b) result in a cumulatively considerable net increase of PM₁₀ or exceed quantitative thresholds for ozone precursors, oxides of NO_x and VOCs, project emissions may be evaluated based on the quantitative emission thresholds established by the SDAPCD. As part of its air quality permitting process, the SDAPCD has established thresholds in Rule 20.2 for the preparation of Air Quality Impact Assessments (AQIAs). The County has also adopted the SCAQMD's screening threshold of 55 pounds (lbs) per day or 10 tons per year as a significance threshold for PM_{2.5}.

For CEQA purposes, these screening criteria can be used as numeric methods to demonstrate that a project's total emissions would not result in a significant impact to air quality. The screening thresholds are included in Table 4, *Screening-level Thresholds for Air Quality Impact Analysis*.

Table 4 SCREENING-LEVEL THRESHOLDS FOR AIR QUALITY IMPACT ANALYSIS			
Pollutant	Total Emissions		
Construction Emissions (Pounds per Day)			
Respirable Particulate Matter (PM ₁₀)	100		
Fine Particulate Matter (PM _{2.5})	55		
Oxides of Nitrogen (NO _x)	250		
Oxides of Sulfur (SO _x)	250		
Carbon Monoxide (CO)	550		
Volatile Organic Compounds (VOCs)	75		
Operational Emissions			
	Pounds per Hour	Pounds per Day	Tons per Year
Respirable Particulate Matter (PM ₁₀)	---	100	15
Fine Particulate Matter (PM _{2.5})	---	55	10
Oxides of Nitrogen (NO _x)	25	250	40
Oxides of Sulfur (SO _x)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	---	3.2	0.6
Toxic Air Contaminant Emissions			
Excess Cancer Risk	1 in 1 million 10 in 1 million with T-BACT		
Non-Cancer Hazard	1.0		

Source: SDACPD Rule 20.2 and Rule 1210.

T-BACT = Toxics Best Available Control Technology

3.2 **Methodology**

The air quality impact analysis contained in this report was prepared in accordance with the methodologies provided by the County as included in the *Guidelines for Determining Significance and Report Format and Content Requirements for Air Quality* (County 2007).

Criteria pollutant and ozone precursor emissions from Project construction and operation are assessed using the California Emission Estimator Model (CalEEMod), Version 2013.2.2 (SCAQMD 2013). CalEEMod is a computer model developed by SCAQMD with the input of several air quality management and pollution control districts to estimate criteria air pollutant emissions from various urban land uses (SCAQMD 2013). CalEEMod has the ability to calculate both mobile (i.e., vehicular) and area source or stationary source emissions. CalEEMod allows land use selections that include project land use types, sizes, and metric specifics.

Construction Emissions. CalEEMod incorporates CARB's EMFAC2011 model for on-road vehicle emissions and the OFFROAD2011 model for off-road vehicle emissions (CARB 2012 and 2011). CalEEMod is designed to model construction emissions for land development projects and allows for the input of project-specific information, such as the number of equipment, hours of operations, duration of construction activities, and selection of emission control measures. The analysis assessed maximum daily emissions from individual construction

activities, including site preparation, grading, building construction, paving, and architectural coating.

Construction would require heavy equipment during site preparation, mass grading, building construction, and paving. Construction equipment estimates are based on default values in CalEEMod, Version 2013.2.2 model and input from the Project Applicant. Table 5, *Construction Equipment Assumptions*, presents a summary of the assumed equipment that would be involved in each stage of construction.

Table 5 CONSTRUCTION EQUIPMENT ASSUMPTIONS		
Construction Phase	Equipment	Number
Site Preparation	Rubber Tired Dozers	1
	Tractors/Loaders/Backhoes	1
Grading Lots 1 and 2	Air Compressors	4
	Graders	1
	Off-Highway Trucks	2
	Plate Compactors	1
	Rubber Tired Dozers	2
	Scrapers	4
	Tractors/Loaders/Backhoes	1
Grading Lot 3	Graders	1
	Off-Highway Trucks	8
	Plate Compactors	1
	Rubber Tired Dozers	2
	Scrapers	4
	Tractors/Loaders/Backhoes	1
Underground Utilities	Excavators	1
	Tractors/Loaders/Backhoes	1
Paving	Pavers	1
	Paving Equipment	1
	Rollers	1
	Tractors/Loaders/Backhoes	1
Lot 1 Construction	Cranes	1
	Forklifts	1
	Generator Sets	1
	Tractors/Loaders/Backhoes	1
	Welders	3
Lot 2 Construction	Cranes	1
	Forklifts	2
	Tractors/Loaders/Backhoes	2
Lot 3 Construction	Cranes	1
	Forklifts	3
	Generator Sets	1
	Tractors/Loaders/Backhoes	3
	Welders	1
Architectural Coating	Air Compressors	1

Source: CalEEMod (output data, including equipment horsepower, is provided in Appendix A).

The construction schedule was determined by using CalEEMod defaults, input from the Project Applicant, and standard assumptions for similarly sized projects, taking into consideration the size of the Project in order to estimate necessary construction activities and length of days per construction activity. For example, an underground utilities phase was added to the model to account for necessary Project trenching and utility installation. As shown in Table 6, *Anticipated Construction Schedule*, Project development was assumed to start in August 2018 and is projected to end late 2021.

Construction would begin with one week for site preparation followed by grading activities. Grading of all three lots would overlap for two weeks in August with grading of Lots 1 and 2 continuing through September 2018. Following underground utilities installation and paving activities, construction of Lots 1 and 3 would begin concurrently. Lot 1 construction will occur over three sub-phases, each 8 months in duration with 3 months of downtime between phases. Lot 3 construction will occur over three sub-phases, each 8 months in duration with 2 months of downtime between phases. Construction of Lot 2 would begin in August 2019 and will also occur over three sub-phases, each 8 months in duration with 2 months of downtime between phases. Architectural coatings phases lasting 9 working days will follow the completion of each sub-phase: there will be three coatings phases for each lot. Construction of all three lots will overlap in October and November of 2019. Lot 3 is expected to be occupied upon completion in March 2021 while Lots 1 and 2 are still under construction.

The quantity, duration, and the intensity of construction activity have an effect on the amount of construction emissions and their related pollutant concentrations that occur at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction is occurring in a relatively intensive manner. Because of this conservative assumption, actual emissions could be less than those forecasted. If construction is delayed or occurs over a longer time period, emissions could be reduced because of (1) a more modern and cleaner-burning construction equipment fleet mix than incorporated in the CalEEMod, and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval). A complete listing of the assumptions used in the analysis and model output is provided in Appendix A of this report.

Table 6 ANTICIPATED CONSTRUCTION SCHEDULE			
Construction Activity	Construction Period		
	Start	End	Number of Working Days
Site Preparation	08/01/2018	08/07/2018	5
Blasting and Grading Lots 1 and 2	08/08/2018	09/26/2018	36
Blasting and Grading Lot 3	08/08/2018	08/21/2018	10
Underground Utilities	10/01/2018	11/09/2018	30
Paving	11/10/2018	11/14/2018	3
Lot 1 Construction ^a	11/15/2018	05/14/2021	520
Lot 2 Construction ^b	08/15/2019	12/14/2021	523
Lot 3 Construction ^c	11/15/2018	03/21/2021	522
Architectural Coating ^d	07/15/2019	12/27/2021	81

Source: CalEEMod (output data, including equipment horsepower, is provided in Appendix A).

^a Lot 1 Construction will occur over three sub-phases, each 8 months in duration with 3 months downtime between phases.

^b Lot 2 Construction will occur over three sub-phases, each 8 months in duration with 2 months downtime between phases.

^c Lot 3 Construction will occur over three sub-phases, each 8 months in duration with 2 months downtime between phases.

^d Architectural Coating will occur in sub-phases, each lasting 9 working days, with each sub-phase immediately following the end of a construction sub-phase.

Although it was assumed that all of the dust control measures listed in Section 1.3 of this report would be implemented, to model the most conservative construction estimates, only application of water during grading and a 15-mph speed limit on unpaved surfaces was taken into consideration. Based on CalEEMod, Version 2013.2.2, the control efficiency for watering two times per day is 55 percent. The Project proposes balanced grading activity, which means that no soil would be transported off site for disposal nor would soil be transported on site for use in construction activities.

All construction equipment operating on the Project site was assumed to meet USEPA-Certified Tier 4 emissions standards. In addition, all construction equipment would be outfitted with best available control technology (BACT) devices certified by the CARB. Any emissions control device used by the contractor would achieve emissions reductions that are no less than what could be achieved by a Level 2 diesel emissions control strategy for a similarly sized engine in accordance with the CARB regulations.

The Project would have to conform to the VOC limits included in SDAPCD Rule 67. According to Rule 67, residential interior coatings must have a VOC content less than or equal to 50 g/L, residential exterior coatings must have a content less than or equal to 100 g/L, and non-residential exterior and interior coatings must have a content less than or equal to 250 g/L. For modeling the Project's emissions in CalEEMod, conformance with these rules was assumed. The quantities of coatings that would be applied to the interior and exterior of the new buildings were estimated according to CalEEMod default assumptions. A complete listing of the assumptions used in the analysis and model output is provided in Appendix A of this report.

Blasting may be required at the site during initial grading activity. Blasting operations would be conducted through the use of drilling and blasting to fracture rocks. It is assumed that a total of three blasting events may occur with not more than one blast occurring on any given day. Blasting operations would be conducted by a licensed blasting contractor, in strict compliance with pertinent federal, state, and county requirements. All blasting materials would be transported to the site for each blasting sequence and no explosives would be stored at the site. A single drill rig would be used to drill a pattern of boreholes each with a 3- to 6-inch diameter. A contractor then loads the holes with carefully metered explosives. The “shot” is timed to detonate each of the holes in sequence. This minimizes the ground vibration and noise of the blast, while maximizing fracture of the rock. Some dust is created as a result of the blast. However, the dust would be fully dissipated within 30 to 60 seconds following the shot. The rock would be broken up to sizes less than 18 inches in diameter.

Following blasting, the rock resource would be fractured and can be moved with conventional earthmoving equipment. A front-end loader would be used to spread the fractured rocks around the site for balanced cut/fill grading.

Fugitive dust emissions associated with blasting can be estimated based on the USEPA’s emission factor for blasting for coal mining to remove overburden, which is a similar process. According to Section 11.9 of AP-42, emissions from blasting would be calculated as follows:

$$\text{Pounds (lbs) PM}_{10}/\text{blast} = 0.000014(A)^{1.5} \times 0.52 \text{ lbs PM}_{10}/\text{lbs total suspended particulates (TSP)}$$

Where:

“A” is the area of blasting, which is assumed to be 3,000 square feet per blast.

The Project would utilize ammonium nitrate/fuel oil (ANFO) explosives to conduct blasting on site. Based on the USEPA’s AP-42 Section 13.3 emission factors, emissions from use of ANFO are estimated at 67 lbs CO per ton of explosive, and 17 lbs NO_x per ton of explosive. Based on typical construction projects, it was estimated that a maximum of 3,000 lbs of ANFO per blast could be used at the site.

Operational Emissions. The model estimates Project-generated, long-term regional area-source and mobile-source emissions of criteria air pollutants and ozone precursors. Operational emissions from area sources include the combustion of natural gas for heating and hot water, engine emissions from landscape maintenance equipment, and VOC emissions from repainting of buildings.

Operational emissions from mobile source emissions are associated with Project-related vehicle trip generation. Based on the Traffic Impact Analysis (LLG 2016), at full buildout the Project would generate 1,744 ADTs.

CalEEMod default motor vehicle emission rates are based on CARB’s EMFAC state-wide emission factors for the San Diego County region which are incorporated into CalEEMod. Default vehicle speeds, trip lengths, trip purpose, and trip type percentages for multi-family residential were used. Model output data sheets are included in Appendix A.

Location of Off-site Sensitive Receptors. Existing sensitive receptors within ¼ mile of the Project vicinity include single- and multi-family residences along the northern and western Project site boundaries. Additional multi-family residences are located approximately 400 feet southeast of the Eastern Parcel. There are no hospitals or other non-residence sensitive receptors within ¼ mile of the Project site.

Carbon Monoxide Impacts at Congested Intersections. Localized CO concentrations at intersections that would result in a level of service (LOS) E or F due to the Project were estimated using the California Department of Transportation (Caltrans) California Line Source Dispersion Model (Version 4) (CALINE4) line source dispersion model. LOS is a measure of traffic delay, rated A-F, with F indicating the worst delay.

4.0 PROJECT IMPACT ANALYSIS

The Project would result in both construction and operational emissions. Construction emissions include short-term emissions associated with mass grading, infrastructure installation, roadways, and structure development from the Project. Operational emissions include long-term emissions associated with the Project, including energy usage and traffic at full Project buildout.

4.1 Conformance to the Regional Air Quality Strategy

4.1.1 Guidelines for the Determination of Significance

The RAQS outlines SDAPCD's plans and control measures designed to attain the CAAQS for ozone. In addition, the SDAPCD relies on the SIP, which includes the SDAPCD's plans and control measures for attaining the ozone NAAQS. These plans accommodate emissions from all sources, including natural sources, through implementation of control measures, where feasible, on stationary sources to attain the standards. Mobile sources are regulated by the USEPA and CARB, and the emissions and reduction strategies related to mobile sources are considered in the RAQS and SIP.

The RAQS relies on information from CARB and SANDAG, including projected growth in the County, mobile, area and all other source emissions in order to project future emissions and determine from that the strategies necessary for the reduction of stationary source emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County. As such, projects that propose development that is consistent with the growth anticipated by the general plans would be consistent with the RAQS. In the event that a project proposes development which is less dense than anticipated within the General Plan, the project would likewise be consistent with the RAQS. If a project proposes development that is greater than that anticipated in the County General Plan and SANDAG's growth projections upon which the RAQS is based, the project would be in conflict with the RAQS and SIP, and might have a potentially significant impact on air quality. This situation would warrant further analysis to determine if the Project and the surrounding projects exceed the growth projections used in the RAQS for the specific subregional area.

4.1.2 Significance of Impacts Prior to Mitigation

The RAQS outlines SDAPCD's plans and control measures designed to attain the state air quality standards for ozone. The RAQS relies on SANDAG growth projections based on population, vehicle trends, and land use plans developed by the cities and by the County as part of the development of their general plans and specific plans.

Projects that propose development that is consistent with (or less dense than) the growth anticipated by the general plans would be consistent with the RAQS. If a project proposes development that is greater than that anticipated in the County General Plan and SANDAG's growth projections upon which the RAQS is based, the project would be in conflict with the RAQS and SIP, and may have a potentially significant impact on air quality. This situation would warrant further analysis to determine if the Project and the surrounding projects exceed the growth projections used in the RAQS for the specific subregional area.

As discussed in Section 1.2, *Project Location and Description*, the 52.05-acre Project site is part of the 653-acre Pointe San Diego Specific Plan and related permits initially approved August 1, 1990 and subsequently amended October 22, 2003. The uses previously approved for the site included a 503-room destination resort, 195 "mountainside suites," two restaurants, a fitness center, and equestrian facilities on the Western Parcel, and office uses on the Eastern Parcel.

The current Project includes the development of a new master planned community consisting of 218 multi-family residential units and approximately 27.9 acres of biological open space. Under the previously approved Specific Plan, 51.69 acres was disturbed leaving only 0.38 acre in biological open space.

The project will require a General Plan Amendment, Specific Plan Amendment, Rezone, MSCP Boundary Line Adjustment and Tentative Map. In addition, in November 2014, the applicant made a formal request with the Department of Public Works for the vacation of the right-of-way for State Route-54 dedicated on Subdivision Map No. 12924.

The General Plan Amendment would update the Spring Valley Community Plan map and text. The proposed amendment would change the land use designation from Specific Plan to Village Residential and OS-C and would delete language related to the "promised resort, restaurants and businesses" in the text of the Spring Valley Community Plan. The Specific Plan Amendment would update the Pointe San Diego Specific Plan to delete language related to the resort. The proposed land use designation for the Western Parcel would be Village Residential 7.3 (VR-7.3) and the proposed land use designation for the Eastern Parcel would be OS-C. The proposed zoning would be RU for the Western Parcel and OS for the Eastern Parcel.

Based on a trip generation comparison prepared by LLG dated July 2016, ADTs generated by the proposed 218 residential units total 1,744. This is approximately 7,000 ADT less than the previously approved uses for the Project site. As such, because the Project proposes development that is less dense than the growth anticipated by the general plan, the Project would be consistent with the RAQS. Impacts associated with conformance to regional air quality plans would be less than significant.

4.1.3 Mitigation Measures and Design Considerations

The General Plan Conservation and Open Space (COS) Element includes goals and policies designed to reduce emissions of criteria pollutants while protecting public health (County 2011). Policies with which the Project is consistent include the following:

COS 14.3 Sustainable Development. Require design of residential subdivisions and nonresidential development through “green” and sustainable land development practices to conserve energy, water, open space, and natural resources.

COS-14.7 Alternative Energy Sources for Development Projects. Encourage development projects that use energy recovery, photovoltaic, and wind energy.

COS-15.1 Design and Construction of New Buildings. Require that new buildings be designed and constructed in accordance with “green building” programs that incorporate techniques and materials that maximize energy efficiency, incorporate the use of sustainable resources and recycled materials, and reduce emissions of GHGs and toxic air contaminants.

COS-15.4 Title 24 Energy Standards. Require development to minimize energy impacts from new buildings in accordance with or exceeding Title 24 energy standards.

COS-17.2 Construction and Demolition Waste. Require recycling, reduction, and reuse of construction and demolition debris.

COS-17.6 Recycling Containers. Require that all new land development projects include space for recycling containers.

COS-19.1 Sustainable Development Practices. Require land development, building design, landscaping, and operational practices that minimize water consumption.

The CalEEMod modeling analysis was conducted using a conservative approach and the Project would include features such as a variety of electric car re-charging stations, high efficiency water heaters, and energy star appliances. The Project addresses several RAQS control measures and the General Plan goals that are relevant to the Project site. With implementation of those measures, the Project would not exceed the significance thresholds established by the County; therefore, impacts would be less than significant and no mitigation is required.

4.1.4 Conclusions

The Proposed Project would conform to the RAQS and SIP and would result in a less than significant impact.

4.2 Conformance to Federal and State Ambient Air Quality Standards

4.2.1 Construction Impacts

4.2.1.1 Guidelines for the Determination of Significance

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

To determine whether a project would result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation, project emissions may be evaluated based on the quantitative emission thresholds established by the SDAPCD (as shown in Table 1). These limits are as follows:

Ozone Precursors

Would the project result in emissions that exceed 250 lbs per day of NO_x, or 75 lbs per day of VOCs?

Carbon Monoxide

Would the project result in emissions that exceed 550 lbs per day of CO, and when totaled with the ambient concentrations exceed a 1-hour concentration of 20 ppm or an 8-hour average of 9 ppm?

Particulate Matter

Would the project result in emissions of PM_{2.5} that exceed 55 lbs per day?

Would the project result in emissions of PM₁₀ that exceed 100 lbs per day and increase the ambient PM₁₀ concentration by 5.0 µg/m³ or greater at any sensitive receptor locations (or maximum exposed individual (MEI), a term commonly used by CARB for sensitive receptors)?

4.2.1.2 Significance of Impacts Prior to Mitigation

The construction activities associated with the Project would generate diesel exhaust emissions from heavy duty construction equipment, CO and NO_x emissions from use of ANFO for blasting, and fugitive dust from blasting and grading activities. In general, emissions from diesel-powered equipment contain more NO_x, SO_x, and particulate matter than gasoline-powered engines. However, diesel-powered engines generally produce less CO and less reactive organic gases than do gasoline-powered engines.

Emissions related to the construction of the Project would be temporary. Table 7, *Estimated Construction Emissions*, provides a summary of the worst-case daily construction emission estimates by activity. As noted above, it was assumed that dust control measures (watering a minimum of two times daily and wetting down blasting areas prior to initiating the blast) would be employed to reduce emissions of fugitive dust during site grading and all construction

equipment operating on the Project site would meet USEPA-Certified Tier 4 emissions standards. Where construction activities were assumed to occur simultaneously, the resultant emissions from each activity were summed and compared to the daily emission thresholds to determine significance.

Table 7						
ESTIMATED CONSTRUCTION EMISSIONS						
Construction Activity	VOC	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
	lbs/day					
Site Preparation	0.2	0.7	6.5	<0.05	2.8	1.5
Grading Lots 1 and 2	1.8	11.3	53.7	0.1	8.1	3.6
Grading Lot 3	2.9	21.3	75.2	0.2	9.0	4.0
Blasting	-	51.0	201.0	6.0	7.0	1.1
Underground Utilities	0.1	0.5	6.5	<0.05	0.1	<0.05
Paving	1.5	0.8	11.1	<0.05	0.1	<0.05
Lot 1 Construction	0.4	4.1	15.2	<0.05	0.2	0.1
Lot 2 Construction	0.2	0.9	9.4	<0.05	0.2	0.1
Lot 3 Construction	0.4	2.5	18.5	<0.05	0.2	0.1
Architectural Coatings	16.9	0.1	2.0	<0.05	<0.05	<0.05
Maximum Daily Emissions	34	84	330	6	24	9
Screening-Level Thresholds	75	250	550	250	100	55
Exceedance?	No	No	No	No	No	No

Notes:

1. Includes use of low-VOC coatings.
2. Fugitive dust measures (watering twice daily) were applied to control PM₁₀ and PM_{2.5} dust emissions.
3. Maximum daily VOC emissions occur during the month of July 2019 when Architectural Coatings for Lots 1 and 3 overlap.
4. Maximum daily NO_x, CO, SO₂, PM₁₀, and PM_{2.5} emissions occur during the month of August 2018 when Grading of Lots 1 and 2 overlap with Grading of Lot 3 and Blasting.

As shown in Table 8, with implementation of construction BMPs and Project design features, emissions of all criteria pollutants, including PM₁₀ and PM_{2.5}, would be below the daily thresholds during construction. Construction of the Project would, therefore, not conflict with the NAAQS or CAAQS, and would have less than significant impacts.

4.2.1.3 Mitigation Measures and Design Considerations

As discussed in Section 1.3, the Project would incorporate construction BMPs and Project design features in an effort to reduce Project-related emissions. With implementation of those measures, the Project would not exceed the significance thresholds established by the County; therefore, impacts would be less than significant and no mitigation is required.

4.2.1.4 Conclusions

With implementation of the design considerations noted above, the Proposed Project would result in construction-related emissions below the level of significance. Therefore, Project criteria pollutants emissions during construction would constitute a less than significant impact on the ambient air quality.

4.2.2 Operational Impacts

4.2.2.1 Guidelines for the Determination of Significance

Based on the County Guidelines (2007), operational impacts would be potentially significant if they exceed the quantitative screening-level thresholds for criteria pollutants as listed under Section 4.2.1.1.

4.2.2.2 Significance of Impacts Prior to Mitigation

The main operational emissions sources associated with the Project are associated with traffic; emissions associated with area sources such as landscaping, and the use of natural gas would also be generated.

Project-generated traffic was addressed in the TIA (LLG 2016). Based on the TIA, at full buildout the Project would generate 1,744 ADT. To estimate emissions associated with Project-generated traffic, the CalEEMod model was used. Motor vehicle emission rates are, therefore, based on CARB's EMFAC state-wide emission factors for the San Diego County region. Default vehicle speeds, trip lengths, trip purpose, and trip type percentages for multi-family residential were used.

Area source emissions, including emissions from energy use, landscaping, and maintenance use of architectural coatings were calculated using the CalEEMod model. Operational emission calculations and model outputs are provided in Appendix A. Table 8, *Operational Emissions*, presents the summary of operational emissions for the Project.

As shown in Table 8, Project emissions of all criteria pollutants during operation would be below the daily thresholds. Therefore, operation of the Project would not be considered a significant impact on air quality. Impacts would be less than significant.

Table 8 OPERATIONAL EMISSIONS						
Category	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
	lbs/day					
Area	7	<0.5	18	<0.5	<0.5	<0.5
Energy	<0.5	1	<0.5	<0.5	<0.5	<0.5
Mobile	5	8	44	<0.5	8	2
TOTAL	12	9	62	<0.5	8	2
Screening-Level Thresholds	75	250	550	250	100	55
Exceedance?	No	No	No	No	No	No

Due to the anticipated phasing, it is possible that occupation of Lot 3 may occur concurrently with construction of Lots 1 and 2. Table 9, *Concurrent Operational and Construction Emissions*, shows the worst-case daily emissions from this potential overlap.

Table 9 CONCURRENT OPERATIONAL AND CONSTRUCTION EMISSIONS						
Category	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
	lbs/day					
Lots 1 and 2 Construction ^a	17	5	24	<0.5	<0.5	<0.5
Lot 3 Operation ^b	4	4	24	<0.5	4	1
TOTAL	21	9	49	<0.5	4	1
Screening-Level Thresholds	75	250	550	250	100	55
Exceedance?	No	No	No	No	No	No

^a Maximum daily construction VOC emissions occur during overlap of architectural coatings phase for Lot 2 and construction of Lot 1. Maximum daily construction emissions for all other pollutants occur during overlap of Construction for both lots.

^b Total for Peak Daily Operational Emissions includes Area, Energy and Mobile sources.

The combined construction and operational emissions would be below the significance threshold for all criteria pollutants. The CalEEMod model outputs are presented in Appendix A. As shown in Tables 8 and 9, emissions of criteria pollutants during operation of the Project whether or not there is an overlap with construction would not exceed the daily thresholds for any of the criteria pollutants. Therefore, no significant air quality impact is anticipated and mitigation measures are not required.

Traffic Related CO Concentrations (CO Hotspot Analysis)

Vehicle exhaust is the primary source of CO. In an urban setting the highest CO concentrations are generally found within close proximity to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as distance from the emissions source (i.e., congested intersection) increase. Project-generated traffic has the potential of contributing to localized hotspots of CO off-site. A CO hotspot is a localized concentration of CO that is above the state or national 1-hour or 8-hour CO ambient air standards.

To verify that the Project would not cause or contribute to a violation of the 1-hour and 8-hour CO standards either on a project or cumulative level, an evaluation of the potential for CO hotspots at nearby intersections was conducted. The TIA (LLG 2016) evaluated whether or not there would be a decrease in the LOS at the intersections affected by the Proposed Project. The County guidelines call for a CO hotspot analysis if the Project would:

- place sensitive receptors within 500 feet of a signalized intersection with a level of service (LOS) of E or F, with peak-hour trips exceeding 3,000 vehicles; or
- cause intersections to operate at LOS E or F, with peak-hour trips exceeding 3,000 vehicles.

According to the TIA (LLG 2016), one intersection under the Existing Plus Project Plus Cumulative Projects would operate at LOS E or F and experience an increase in delay from the Project: Jamacha Boulevard at Campo Road would operate at LOS E during the AM peak hour and LOS F during the PM peak hour.

The Transportation Project-Level Carbon Monoxide Protocol (Caltrans 1998) requires the modeler to model the intersections that have worst LOS and the highest traffic volumes. If the selected intersections do not show an exceedance of the NAAQS, none of the other intersections will. Some intersections may fall into both the highest traffic volumes and worst LOS categories. As recommended in the Protocol, receptors were located at locations that were approximately 3 meters (10 feet) from the mixing zone, and at a height of 1.8 meters (6 feet). Emission factors from the EMFAC2011 model for the year 2020, speeds ranging from 5 to 20 mph, at a temperature of 60°F, and 50 percent humidity were used in the CALINE4 model.

In accordance with the Protocol, it is also necessary to estimate future background CO concentrations in the Project vicinity to determine the potential impact plus background and evaluate the potential for CO hotspots due to the Project. The second highest 1-hour and 8-hour background concentrations of CO of 3.5 and 1.86 ppm were used to represent future maximum background 1-hour and 8-hour CO concentrations, as presented earlier in Table 3. CO concentrations in the future may be lower as inspection and maintenance programs and more stringent emission controls are placed on vehicles.

Modeled 1-hour CO concentrations were scaled to evaluate maximum predicted 8-hour CO concentrations using the recommended persistence scaling factor of 0.7 for urban locations. The CALINE4 model outputs are provided at the end of Appendix A of this report. Table 10, *CO Hotspots Modeling Results*, presents a summary of the predicted CO concentrations (impact plus background) for the intersection evaluated for the Existing plus Project plus Cumulative Projects traffic scenario. As shown in Table 10, the predicted CO concentrations would be substantially below the 1-hour and 8-hour NAAQS and CAAQS for CO. Therefore, no exceedances of the CO standard are predicted, and the Project would not cause or contribute to a violation of the air quality standard. The Project would not result in a significant cumulative impact for CO.

Table 10
CO HOTSPOTS MODELING RESULTS

Intersection	Peak Period	Maximum 1-hour with Project Concentration	Maximum 8-hour with Project Concentration
Jamacha Boulevard at Campo Road	AM	5	3.1
	PM	6	3.5
<i>Ambient Air Quality Standard</i>		20	9.0
<i>Significant Impact?</i>		No	No

Notes:

CALINE4 dispersion model output sheets and EMFAC2011 emission factors are provided at the end of Appendix A.

ppm = parts per million

Peak hour traffic volumes are based on the TIA prepared for the Project by LLG Engineers 2016.

Second highest 3 years SDAPCD (2012-2014) 1-hour ambient background concentration (3.5 ppm) + 2020 modeled CO 1-hour contribution.

Second highest 3 years SDAPCD 8-hour ambient background concentration (1.86 ppm) multiply by 1-hour/8-hour conversion factor of 0.7 and then add the 2020 modeled CO 8-hour contribution.

4.2.2.3 Mitigation Measures and Design Considerations

As listed in Section 1.3, a wide range of current regulatory codes, Project design features, and other measures would be incorporated into the Proposed Project. The Project would incorporate energy-efficiency features that would meet the 2013 California Title 24 Energy Efficiency Standards. Given the result of a less than significant impact, no additional mitigation measures would be required.

4.2.2.4 Conclusions

Operation emissions of criteria pollutants for the full Project buildout would be below the significance thresholds and, therefore, would be less than significant under CEQA.

4.3 Cumulatively Considerable Net Increase of Criteria Pollutants

4.3.1 Construction Impacts

Based on the County Guidelines (2007), a project would result in a cumulatively significant impact if the project results in a significant contribution to the cumulative increase in pollutants for which the SDAB is listed as nonattainment for the CAAQS and NAAQS. As discussed in Section 2.0, the SDAB is designated as a nonattainment area for the NAAQS for ozone and the CAAQS for ozone, PM₁₀, and PM_{2.5}.

Cumulatively considerable net increases during the construction phase would typically happen if two or more projects near each other are simultaneously constructing projects. A project that has a significant direct impact on air quality with regard to emissions of PM₁₀, PM_{2.5}, NO_x, or VOCs during construction would also have a significant cumulatively considerable net increase. In the event direct impacts from a proposed project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions of concern from the proposed project, in combination with the emissions of concern from other proposed or reasonably

foreseeable future projects within a proximity relevant to the pollutants of concern, are in excess of the guidelines identified in Section 3.0.

4.3.1.1 Guidelines for the Determination of Significance

The following thresholds are used for the assessment of cumulative construction impacts:

Would the project result in emissions that exceed 250 lbs per day of NO_x or 75 lbs per day of VOCs?

Would the project result in emissions of PM_{2.5} that exceed 55 lbs per day?

Would the project result in emissions of PM₁₀ that exceed 100 lbs per day and increase the ambient PM₁₀ concentration by 5.0 micrograms per cubic meter (µg/m³) or greater at the maximum exposed individual?

4.3.1.2 Significance of Impacts Prior to Mitigation

Short-term emissions associated with construction generally result in near-field impacts. As shown in the Project construction emissions evaluation, the emissions of NO_x, VOCs, PM₁₀, and PM_{2.5} would be below significance levels. Short-term cumulative impacts related to air quality could occur if construction of the Project and other projects in the surrounding area were to occur simultaneously. In particular, with respect to local impacts, the consideration of cumulative construction particulate (PM₁₀ and PM_{2.5}) impacts is limited to cases when projects constructed simultaneously are within a few hundred yards of each other because of (1) the combination of the short range (distance) of particulate dispersion (especially when compared to gaseous pollutants) and (2) the SDAPCD's required dust control measures which further limit particulate dispersion from a project site. There are no known projects in the vicinity of the proposed Project where major construction would occur concurrently with the Project. Therefore, Project construction is not anticipated to result in a cumulatively significant impact on air quality.

Section 4.2 concludes that the Project would not result in a direct impact to air quality during construction; and as discussed in Section 4.4 below, the Project would not have significant impacts to sensitive receptors during construction. Therefore, construction of the Project would not result in a cumulatively considerable contribution to a significant air quality impact pertaining to NO_x, VOCs, PM₁₀, and PM_{2.5}.

4.3.1.3 Mitigation Measures and Design Considerations

Control measures for construction are discussed in Section 4.2.1.3. As discussed in that section, implementation of standard construction mitigation measures controlling fugitive dust emissions would minimize the Project's contribution to cumulative air quality impacts from construction activities. Cumulative projects would also need to comply with SDAPCD Rules for dust control and construction equipment. No other mitigation measures would be required.

4.3.1.4 Conclusions

Cumulative impacts associated with Project construction would be less than cumulatively considerable and therefore less than significant.

4.3.2 Operational Impacts

As discussed above, based on the County Guidelines (2007), a project would result in a cumulatively significant impact if the project results in a significant contribution to the cumulative increase in NO_x , VOCs, PM_{10} , and $\text{PM}_{2.5}$. In accordance with the guidelines, a project that does not conform to the RAQS and/or has a significant direct impact on air quality with regard to operational emissions of nonattainment pollutants would also have a cumulatively considerable net increase. Also, projects that cause road intersections to operate at or below a LOS E and create a CO hotspot create a cumulatively considerable net increase of CO.

4.3.2.1 Guidelines for the Determination of Significance

The following thresholds are used for the assessment of cumulatively considerable net increases in air pollutants during the operational phase:

Would the project conform to the RAQS and/or have a significant direct impact on air quality with regard to operational emissions of PM_{10} , $\text{PM}_{2.5}$, NO_x , and/or VOCs, which would also have a significant cumulatively considerable net increase in these emissions?

Would the project cause road intersections or roadway segments to operate at or below LOS E and create a CO hotspot that would result in a cumulatively considerable net increase of CO?

4.3.2.2 Significance of Impacts Prior to Mitigation

As described in Sections 4.1 and 4.2, the proposed Project would be consistent with the RAQS, and would not exceed the County's screening-level thresholds. As discussed in Section 4.4.2, the Project would not create a CO hotspot that would result in a cumulatively considerable net increase of CO. Therefore, the Project would not create a cumulatively considerable net increase in criteria pollutants associated with operation and impacts would be less than significant.

4.3.2.3 Mitigation Measures and Design Considerations

As discussed in Section 4.1.3, the Project addresses several RAQS control measures and the General Plan goals that are relevant to the Project site. With implementation of those measures, the Project would not exceed the significance thresholds established by the County; therefore, impacts would be less than significant and no mitigation is required.

4.3.2.4 Conclusions

Cumulative impacts associated with Project operation would be less than significant.

4.4 Impacts to Sensitive Receptors

4.4.1 Guidelines for the Determination of Significance

Would the project expose sensitive receptors to substantial pollutant concentrations?

The guidelines of significance listed below are used by the County to address the above question:

Would the project place sensitive receptors near CO hotspots or creates CO hotspots near sensitive receptors?

Would project implementation result in exposure to TACs resulting in a maximum incremental cancer risk greater than 1 in 1 million without application of Toxics-Best Available Control Technology or a health hazard index (HI) greater than 1 and, thus, be deemed as having a potentially significant impact?

4.4.2 Significance of Impacts Prior to Mitigation

CO Concentrations (CO Hotspot Analysis)

The discussions and results of the CO hotspot analysis was previously mentioned in Section 4.2.2.2. As previously presented in Table 10, all CO impacts, when added to background CO concentrations, would be below the CAAQS for both the 1-hour and 8-hour averaging periods; therefore, the Project would not result in a significant impact for CO.

Construction-related Diesel Health Risk

Construction activities would result in short-term, Project-generated emissions of diesel particulate matter (DPM) from the exhaust of off-road, heavy-duty diesel equipment used for site preparation and grading; paving; building construction; and other miscellaneous activities. CARB identified DPM as a TAC in 1998. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed individual (MEI) are higher if a fixed exposure occurs over a longer time period. Health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, are typically based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the Project.

The nearest sensitive receptors are the single family residential units adjacent to the northern and western Project boundaries, approximately 25 feet from proposed construction activity. These residences represent the receptors with the greatest potential to be exposed to the highest levels of DPM. However, as presented earlier in Table 7, maximum daily particulate emissions, which include DPM, would be relatively low when compared to the screening-level threshold. Additionally, the construction period would be relatively short (less than 4 years), especially when compared to 70 years. Combined with the highly dispersive properties of DPM, construction-related emissions of TACs would not expose sensitive receptors to substantial emissions of TACs. The impact would be less than significant.

Operation-related Health Risk

Health risk assessments are typically conducted for substantial sources of diesel particulate emissions (e.g., truck stops, bus stations, and warehouse distribution facilities). In addition, typical sources of acutely and chronically hazardous toxic air contaminants include industrial manufacturing processes, automotive repair facilities, and dry cleaning facilities. Since the proposed Project would not contain such uses, the proposed Project does not warrant a health risk assessment. As such, in terms of long-term operations, the proposed residential uses would not generate substantial TACs.

4.4.3 Mitigation Measures and Design Considerations

Impacts are less than significant; therefore, no mitigation measures are required.

4.4.4 Conclusions

Impacts to sensitive receptors would be less than significant.

4.5 Odor Impacts

4.5.1 Guidelines for the Determination of Significance

Based on the County Guidelines (2007), a project would have a significant impact if it would generate objectionable odors or place sensitive receptors next to existing objectionable odors that would affect a considerable number of persons or the public.

SDAPCD Rule 51 (Public Nuisance) and California Health & Safety Code, Division 26, Part 4, Chapter 3, Section 541700, prohibit the emission of any material that causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of the public. Projects required to obtain permits from SDAPCD, typically industrial and some commercial projects, are evaluated by SDAPCD staff for potential odor nuisance and conditions may be applied (or control equipment required), where necessary, to prevent occurrence of public nuisance.

4.5.2 Significance of Impacts Prior to Mitigation

Project construction could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust. Diesel exhaust and VOCs would be emitted during construction of the Project. The odor of these emissions is objectionable to some; however, emissions would disperse rapidly from the Project site and therefore should not be at a level that would affect a substantial number of people. Further, construction operations would be temporary. As a result, impacts associated with odors during construction are not considered significant.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. The Project would not place sensitive receptors within a close proximity to the listed odor sources. In addition, the residential development would not be a source of odor impacts, as

the operation of residential uses is not generally associated with odors. Impacts associated with odor sources are considered less than significant.

4.5.3 Mitigation Measures and Design Considerations

Because the Project would not generate objectionable odors or place sensitive receptors near existing odor sources that would affect a considerable number of persons or the public, no mitigation measures or additional design considerations are required.

4.5.4 Conclusions

Due to the nature of the development, there are no significant odorous air emissions anticipated from construction or operation; therefore, impacts are anticipated to be less than significant.

5.0 SUMMARY OF RECOMMENDED PROJECT DESIGN FEATURES, IMPACTS, AND MITIGATION

5.1 Project Design Features

As described in Section 1.3, the Project would incorporate measures to minimize fugitive dust emissions, including watering twice per day during grading and stabilization of storage piles. The Project would comply with Rule 55, which requires that no visible dust is emitted beyond the property line for a period or periods aggregating more than 3 minutes in any 60-minute period, and would incorporate measures to minimize the track-out/carry-out of visible roadway dust. Additionally, all construction equipment operating on the Project site would meet USEPA-Certified Tier 4 emissions standards.

A wide range of current regulatory codes, Project design features, and other measures would be incorporated into the Proposed Project. The Project would incorporate energy-efficiency features that would meet 2013 California Title 24 Energy Efficiency Standards. Low VOC coatings will be used during construction and maintenance in accordance with SDAPCD Rule 67 requirements.

5.2 Project Impacts

As described in Section 4.1, the Project would be consistent with the RAQS.

The control measures listed above constitute BMPs for dust control. With the implementation of construction BMPs, air pollutant emissions impacts associated with Project construction would be less than significant.

Operational emissions would be associated with vehicle trips generated by the development, along with area sources such as energy use and landscaping. Based on the evaluation of air emissions, the Project emissions would be below the screening-level thresholds for all criteria pollutants and would be less than significant for air quality.

The Project would not result in any cumulatively considerable emissions of nonattainment air pollutants that would exceed the screening level thresholds.

Impacts associated with exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

An evaluation of odors from general Project construction and operation of the Project area indicated that odor impacts would be less than significant.

5.3 Project Mitigation

Because the Project would not result in significant impacts, no mitigation is required.

6.0 REFERENCES

- California Air Resources Board (CARB). 2015a. Top 4 Measurements and Days Above the Standard. Available at: <http://www.arb.ca.gov/adam/welcome.html>. Accessed July 2015.
- 2015b Federal Standard Area Designations. Available at: <http://www.arb.ca.gov/desig/feddesig.htm>. Accessed July 2015.
- 2014 Area Designations and Maps. August.
- 2013 Ambient Air Quality Standards. Available at: <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>. June.
- 2012 Mobile Source Emissions Inventory Model (EMFAC2011). Available: <http://www.arb.ca.gov/msei/modeling.htm>
- 2011 OFFROAD2011 Emission Factors.
- 2009 ARB Fact Sheet: Air Pollution and Health. December 2. <http://www.arb.ca.gov/research/health/fs/fs1/fs1.htm>
- California Department of Transportation (Caltrans). 1998. Caltrans ITS Transportation Project-Level Carbon Monoxide Protocol.
- Linscott, Law & Greenspan Engineers (LLG). 2016. Traffic Impact Analysis – Sweetwater Vistas. July.
- Iowa Environmental Mesonet. 2015. San Diego/Gillespie Windrose Plot. Available at: http://mesonet.agron.iastate.edu/sites/windrose.phtml?station=SEE&network=CA_ASOS
- San Diego, County of. 2011. General Plan. Land Use and Environmental Group, Department of Planning and Land Use, Department of Public Works. August. <http://www.sdcounty.ca.gov/pds/gpupdate/overview.html>.
- 2007 Guidelines for Determining Significance and Report Format and Content Requirements – Air Quality. Land Use and Environmental Group, Department of Planning and Land Use, Department of Public Works. March 19.
- San Diego County Air Pollution Control District (SDAPCD). 2010. Fact Sheet: Attainment Status. <http://www.sdapcd.org/info/facts/attain.pdf>. January.
- South Coast Air Quality Management District (SCAQMD). 2013. California Emission Estimator Model (CalEEMod) Version 2013.2.2. Re-released September 2013.

United States Environmental Protection Agency (USEPA). 2015a. Monitor Values Report.
http://www.epa.gov/airdata/ad_rep_mon.html. Accessed July 2015.

2015b Final Area Designations and Classification. January

2007 The Effects of Air Pollutants – Health Effects. Available at:
<http://www.epa.gov/region7/air/quality/health.htm>.

Western Regional Climate Center, Western U.S. Climate Summaries, La Mesa, California
(044735), 2015.

7.0 LIST OF PREPARERS AND PERSONS AND ORGANIZATIONS CONTACTED

Preparers:

Victor Ortiz

Joanne M. Dramko, AICP, County-approved Air Quality Specialist

HELIX Environmental Planning, Inc.

7578 El Cajon Boulevard

La Mesa, CA 91942

Contacts:

County of San Diego

Planning & Development Services

5510 Overland Avenue, Suite 310

San Diego, CA 92123

THIS PAGE INTENTIONALLY LEFT BLANK



Appendix A

CONSTRUCTION AND OPERATION CRITERIA POLLUTANT MODELING



Sweetwater Vistas
San Diego County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	64.94	1000sqft	1.49	64,938.00	0
Condo/Townhouse High Rise	218.00	Dwelling Unit	3.41	218,000.00	623

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2021
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	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 -

Construction Phase - Based on input from JT Kruer & Co

Off-road Equipment - Based on input from JT Kruer & Co

Off-road Equipment - Based on input from JT Kruer & Co

Off-road Equipment - Based on input from JT Kruer & Co

Off-road Equipment -

Off-road Equipment - CalEEMod defaults based on active acreage.

Off-road Equipment -

Off-road Equipment - CalEEMod defaults based on active acreage.

Off-road Equipment -

Off-road Equipment - CalEEMod defaults based on active acreage.

Off-road Equipment -

Off-road Equipment - CalEEMod defaults based on active acreage.

Off-road Equipment -

Off-road Equipment - CalEEMod defaults based on active acreage.

Off-road Equipment -

Off-road Equipment - CalEEMod defaults based on active acreage.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - CalEEMod defaults based on active acreage.

Off-road Equipment - CalEEMod defaults based on active acreage.

Off-road Equipment - CalEEMod defaults based on active acreage.

Off-road Equipment - CalEEMod defaults based on active acreage.

Off-road Equipment - Based on input from JT Kruer & Co

Off-road Equipment - Based on input from JT Kruer & Co

Trips and VMT - Trip rates changed using CalEEMod defaults per active land area.

Grading -

Architectural Coating - Low-VOC Coatings. Area to be coated divided by planning areas.

Vehicle Trips - LLG 2016

Woodstoves - No Woodburning Devices

Area Coating - no non-residential area

Construction Off-road Equipment Mitigation - Tier 4 equipment

Mobile Land Use Mitigation -

Area Mitigation - Low-VOC Coatings

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Water And Wastewater -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	32,469.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	32,469.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	32,469.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	32,469.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	32,469.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	32,469.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	32,469.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	32,469.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	32,469.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	97,407.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	97,407.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	97,407.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	97,407.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	97,407.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	97,407.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	97,407.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	97,407.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	147,150.00	16,350.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	147,150.00	16,350.00

[illegible]

tblArchitecturalCoating	EF_Residential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	250.00	50.00
tblAreaCoating	Area_Nonresidential_Exterior	32469	0
tblAreaCoating	Area_Nonresidential_Interior	97407	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValu e	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValu e	250	50
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	13.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	18.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	23.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	12.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	18.00	9.00
tblConstructionPhase	NumDays	18.00	9.00
tblConstructionPhase	NumDays	18.00	9.00
tblConstructionPhase	NumDays	18.00	9.00
tblConstructionPhase	NumDays	18.00	9.00
tblConstructionPhase	NumDays	18.00	9.00
tblConstructionPhase	NumDays	18.00	9.00
tblConstructionPhase	NumDays	18.00	9.00
tblConstructionPhase	NumDays	18.00	9.00
tblConstructionPhase	NumDays	230.00	174.00
tblConstructionPhase	NumDays	230.00	175.00
tblConstructionPhase	NumDays	230.00	174.00
tblConstructionPhase	NumDays	230.00	175.00

tblConstructionPhase	NumDays	230.00	175.00
tblConstructionPhase	NumDays	230.00	174.00
tblConstructionPhase	NumDays	230.00	174.00
tblConstructionPhase	NumDays	230.00	172.00
tblConstructionPhase	NumDays	230.00	172.00
tblConstructionPhase	NumDays	8.00	36.00
tblConstructionPhase	NumDays	8.00	10.00
tblConstructionPhase	NumDays	18.00	3.00
tblConstructionPhase	PhaseEndDate	6/25/2020	4/27/2020
tblConstructionPhase	PhaseEndDate	5/8/2020	5/28/2020
tblConstructionPhase	PhaseEndDate	2/25/2021	6/25/2020
tblConstructionPhase	PhaseEndDate	5/27/2021	2/25/2021
tblConstructionPhase	PhaseEndDate	3/10/2021	4/1/2021
tblConstructionPhase	PhaseEndDate	12/27/2021	5/27/2021
tblConstructionPhase	PhaseEndDate	6/9/2021	12/27/2021
tblConstructionPhase	PhaseEndDate	8/7/2019	7/25/2019
tblConstructionPhase	PhaseEndDate	3/25/2020	4/14/2020
tblConstructionPhase	PhaseEndDate	12/15/2020	5/15/2020
tblConstructionPhase	PhaseEndDate	1/14/2021	6/14/2020
tblConstructionPhase	PhaseEndDate	1/28/2021	2/14/2021
tblConstructionPhase	PhaseEndDate	2/25/2021	3/21/2021
tblConstructionPhase	PhaseEndDate	11/18/2021	5/14/2021
tblConstructionPhase	PhaseEndDate	12/1/2021	12/14/2021
tblConstructionPhase	PhaseEndDate	7/12/2019	7/14/2019
tblConstructionPhase	PhaseEndDate	3/10/2020	7/14/2019
tblConstructionPhase	PhaseEndDate	10/10/2018	8/21/2018
tblConstructionPhase	PhaseEndDate	10/2/2018	11/9/2018
tblConstructionPhase	PhaseStartDate	6/15/2020	4/15/2020

tblConstructionPhase	PhaseStartDate	4/28/2020	5/18/2020
tblConstructionPhase	PhaseStartDate	2/15/2021	6/15/2020
tblConstructionPhase	PhaseStartDate	5/15/2021	2/15/2021
tblConstructionPhase	PhaseStartDate	2/26/2021	3/22/2021
tblConstructionPhase	PhaseStartDate	12/15/2021	5/15/2021
tblConstructionPhase	PhaseStartDate	5/28/2021	12/15/2021
tblConstructionPhase	PhaseStartDate	7/26/2019	7/15/2019
tblConstructionPhase	PhaseStartDate	7/26/2019	8/15/2019
tblConstructionPhase	PhaseStartDate	4/15/2020	9/16/2019
tblConstructionPhase	PhaseStartDate	5/16/2020	10/15/2019
tblConstructionPhase	PhaseStartDate	5/29/2020	6/15/2020
tblConstructionPhase	PhaseStartDate	6/26/2020	7/20/2020
tblConstructionPhase	PhaseStartDate	3/22/2021	9/15/2020
tblConstructionPhase	PhaseStartDate	4/2/2021	4/15/2021
tblConstructionPhase	PhaseStartDate	7/15/2019	11/15/2018
tblConstructionPhase	PhaseStartDate	9/27/2018	8/8/2018
tblConstructionPhase	PhaseStartDate	8/22/2018	10/1/2018
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	119.90	0.00
tblFireplaces	NumberNoFireplace	21.80	218.00
tblFireplaces	NumberWood	76.30	0.00
tblGrading	MaterialExported	0.00	9,800.00
tblGrading	MaterialExported	0.00	6,300.00
tblLandUse	LandUseSquareFeet	64,940.00	64,938.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	UsageHours	6.00	8.00

tblOffRoadEquipment	UsageHours	6.00	8.00
tblProjectCharacteristics	OperationalYear	2014	2021
tblTripsAndVMT	VendorTripNumber	34.00	2.00
tblTripsAndVMT	VendorTripNumber	34.00	3.00
tblTripsAndVMT	VendorTripNumber	34.00	3.00
tblTripsAndVMT	VendorTripNumber	34.00	2.00
tblTripsAndVMT	VendorTripNumber	34.00	3.00
tblTripsAndVMT	VendorTripNumber	34.00	3.00
tblTripsAndVMT	VendorTripNumber	34.00	2.00
tblTripsAndVMT	VendorTripNumber	34.00	3.00
tblTripsAndVMT	VendorTripNumber	34.00	3.00
tblTripsAndVMT	WorkerTripNumber	184.00	16.00
tblTripsAndVMT	WorkerTripNumber	184.00	18.00
tblTripsAndVMT	WorkerTripNumber	184.00	22.00
tblTripsAndVMT	WorkerTripNumber	37.00	3.00
tblTripsAndVMT	WorkerTripNumber	37.00	4.00
tblTripsAndVMT	WorkerTripNumber	184.00	16.00
tblTripsAndVMT	WorkerTripNumber	37.00	4.00
tblTripsAndVMT	WorkerTripNumber	184.00	18.00
tblTripsAndVMT	WorkerTripNumber	184.00	22.00
tblTripsAndVMT	WorkerTripNumber	37.00	3.00
tblTripsAndVMT	WorkerTripNumber	37.00	4.00
tblTripsAndVMT	WorkerTripNumber	184.00	16.00
tblTripsAndVMT	WorkerTripNumber	37.00	4.00
tblTripsAndVMT	WorkerTripNumber	37.00	3.00
tblTripsAndVMT	WorkerTripNumber	15.00	10.00
tblTripsAndVMT	WorkerTripNumber	184.00	22.00
tblTripsAndVMT	WorkerTripNumber	184.00	18.00

tblTripsAndVMT	WorkerTripNumber	37.00	4.00
tblTripsAndVMT	WorkerTripNumber	37.00	4.00
tblVehicleTrips	ST_TR	7.16	8.00
tblVehicleTrips	SU_TR	6.07	8.00
tblVehicleTrips	WD_TR	6.59	8.00
tblWoodstoves	NumberCatalytic	10.90	0.00
tblWoodstoves	NumberNoncatalytic	10.90	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	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					
2018	19.9556	220.5176	152.1773	0.2921	33.8322	8.9929	42.8251	14.6599	8.3064	22.9662	0.0000	28,953.6253	28,953.6253	6.7130	0.0000	29,094.5990
2019	34.2365	51.0887	42.6741	0.0710	0.5131	2.9993	3.5125	0.1372	2.8274	2.9646	0.0000	6,652.6544	6,652.6544	1.5010	0.0000	6,684.1753
2020	21.5045	46.5960	41.6638	0.0710	0.5131	2.6008	3.1139	0.1372	2.4519	2.5891	0.0000	6,544.9253	6,544.9253	1.4750	0.0000	6,575.9004
2021	21.0254	42.4210	40.7848	0.0710	0.5131	2.2369	2.7500	0.1372	2.1085	2.2457	0.0000	6,538.6725	6,538.6725	1.4533	0.0000	6,569.1916
Total	96.7220	360.6232	277.2999	0.5052	35.3716	16.8299	52.2014	15.0714	15.6942	30.7656	0.0000	48,689.8776	48,689.8776	11.1423	0.0000	48,923.8662

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					
2018	4.6451	32.5266	128.9437	0.2921	16.4455	0.6541	17.0997	6.9282	0.6300	7.5581	0.0000	28,953.6253	28,953.6253	6.7130	0.0000	29,094.5990
2019	33.7631	7.4964	42.8970	0.0710	0.5131	0.1071	0.6202	0.1372	0.1062	0.2433	0.0000	6,652.6544	6,652.6544	1.5010	0.0000	6,684.1753
2020	17.6764	7.3988	42.7429	0.0710	0.5131	0.1062	0.6193	0.1372	0.1053	0.2425	0.0000	6,544.9253	6,544.9253	1.4750	0.0000	6,575.9004
2021	17.6675	7.3001	42.6153	0.0710	0.5131	0.1055	0.6186	0.1372	0.1047	0.2418	0.0000	6,538.6725	6,538.6725	1.4533	0.0000	6,569.1916
Total	73.7521	54.7218	257.1989	0.5052	17.9849	0.9729	18.9578	7.3396	0.9461	8.2858	0.0000	48,689.8775	48,689.8775	11.1423	0.0000	48,923.8662

	ROG	NOx	CO	SO2	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	23.75	84.83	7.25	0.00	49.15	94.22	63.68	51.30	93.97	73.07	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	8.4702	0.2081	18.0310	9.5000e-004		0.0994	0.0994		0.0994	0.0994	0.0000	32.3986	32.3986	0.0314	0.0000	33.0585
Energy	0.0888	0.7591	0.3230	4.8500e-003		0.0614	0.0614		0.0614	0.0614		969.0407	969.0407	0.0186	0.0178	974.9382
Mobile	5.3033	10.4402	52.7780	0.1486	10.5360	0.1672	10.7032	2.8124	0.1543	2.9667		11,219.3825	11,219.3825	0.4245		11,228.2978
Total	13.8623	11.4074	71.1320	0.1544	10.5360	0.3280	10.8639	2.8124	0.3151	3.1274	0.0000	12,220.8219	12,220.8219	0.4745	0.0178	12,236.2944

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	6.9753	0.2081	18.0310	9.5000e-004		0.0994	0.0994		0.0994	0.0994	0.0000	32.3986	32.3986	0.0314	0.0000	33.0585
Energy	0.0715	0.6106	0.2598	3.9000e-003		0.0494	0.0494		0.0494	0.0494		779.5076	779.5076	0.0149	0.0143	784.2515
Mobile	4.8860	8.3115	44.1415	0.1131	7.9453	0.1298	8.0751	2.1208	0.1198	2.2406		8,538.0182	8,538.0182	0.3301		8,544.9493
Total	11.9328	9.1302	62.4324	0.1180	7.9453	0.2785	8.2238	2.1208	0.2686	2.3894	0.0000	9,349.9243	9,349.9243	0.3764	0.0143	9,362.2592

	ROG	NOx	CO	SO2	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	13.92	19.96	12.23	23.59	24.59	15.07	24.30	24.59	14.77	23.60	0.00	23.49	23.49	20.68	19.58	23.49

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	8/1/2018	8/7/2018	5	5	
2	Grading Planning Areas A&B	Grading	8/8/2018	9/26/2018	5	36	
3	Grading Planning Area C	Grading	8/8/2018	8/21/2018	5	10	
4	Underground Utilities	Trenching	10/1/2018	11/9/2018	5	30	
5	Paving	Paving	11/10/2018	11/14/2018	5	3	
6	Planning Area A Phase 1 Construction	Building Construction	11/15/2018	7/14/2019	5	172	
7	Planning Area C Phase 1 Construction	Building Construction	11/15/2018	7/14/2019	5	172	
8	Planning Area A Phase 1 Coatings	Architectural Coating	7/15/2019	7/25/2019	5	9	
9	Planning Area C Phase 1 Coatings	Architectural Coating	7/15/2019	7/25/2019	5	9	
10	Planning Area B Phase 1 Construction	Building Construction	8/15/2019	4/14/2020	5	174	
11	Planning Area C Phase 2 Construction	Building Construction	9/16/2019	5/15/2020	5	175	
12	Planning Area A Phase 2 Construction	Building Construction	10/15/2019	6/14/2020	5	174	
13	Planning Area B Phase 1 Coatings	Architectural Coating	4/15/2020	4/27/2020	5	9	
14	Planning Area C Phase 2 Coatings	Architectural Coating	5/18/2020	5/28/2020	5	9	
15	Planning Area B Phase 2 Construction	Building Construction	6/15/2020	2/14/2021	5	175	
16	Planning Area A Phase 2 Coatings	Architectural Coating	6/15/2020	6/25/2020	5	9	
17	Planning Area C Phase 3 Construction	Building Construction	7/20/2020	3/21/2021	5	175	

18	Planning Area A Phase 3 Construction	Building Construction	9/15/2020	5/14/2021	5	174
19	Planning Area B Phase 2 Coatings	Architectural Coating	2/15/2021	2/25/2021	5	9
20	Planning Area C Phase 3 Coatings	Architectural Coating	3/22/2021	4/1/2021	5	9
21	Planning Area B Phase 3 Construction	Building Construction	4/15/2021	12/14/2021	5	174
22	Planning Area A Phase 3 Coatings	Architectural Coating	5/15/2021	5/27/2021	5	9
23	Planning Area B Phase 3 Coatings	Architectural Coating	12/15/2021	12/27/2021	5	9

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 49,050; Residential Outdoor: 16,350; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	1	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading Planning Areas A&B	Air Compressors	4	4.00	78	0.48
Grading Planning Areas A&B	Excavators	0	8.00	162	0.38
Grading Planning Areas A&B	Graders	1	8.00	174	0.41
Grading Planning Areas A&B	Off-Highway Trucks	2	4.00	400	0.38
Grading Planning Areas A&B	Plate Compactors	1	4.00	8	0.43
Grading Planning Areas A&B	Rubber Tired Dozers	2	8.00	255	0.40
Grading Planning Areas A&B	Scrapers	4	6.00	361	0.48
Grading Planning Areas A&B	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading Planning Area C	Excavators	0	8.00	162	0.38
Grading Planning Area C	Graders	1	8.00	174	0.41

Grading Planning Area C	Off-Highway Trucks	8	4.00	400	0.38
Grading Planning Area C	Plate Compactors	1	4.00	8	0.43
Grading Planning Area C	Rubber Tired Dozers	2	8.00	255	0.40
Grading Planning Area C	Scrapers	4	6.00	361	0.48
Grading Planning Area C	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Underground Utilities	Excavators	1	8.00	162	0.38
Underground Utilities	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Planning Area A Phase 1 Construction	Cranes	1	7.00	226	0.29
Planning Area A Phase 1 Construction	Forklifts	1	8.00	89	0.20
Planning Area A Phase 1 Construction	Generator Sets	1	8.00	84	0.74
Planning Area A Phase 1 Construction	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Planning Area A Phase 1 Construction	Welders	3	8.00	46	0.45
Planning Area C Phase 1 Construction	Cranes	1	7.00	226	0.29
Planning Area C Phase 1 Construction	Forklifts	3	8.00	89	0.20
Planning Area C Phase 1 Construction	Generator Sets	1	8.00	84	0.74
Planning Area C Phase 1 Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Planning Area C Phase 1 Construction	Welders	1	8.00	46	0.45
Planning Area A Phase 1 Coatings	Air Compressors	1	6.00	78	0.48
Planning Area C Phase 1 Coatings	Air Compressors	1	6.00	78	0.48
Planning Area B Phase 1 Construction	Cranes	1	7.00	226	0.29
Planning Area B Phase 1 Construction	Forklifts	2	8.00	89	0.20
Planning Area B Phase 1 Construction	Generator Sets	0	8.00	84	0.74
Planning Area B Phase 1 Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37

Planning Area B Phase 1 Construction	Welders	0	8.00	46	0.45
Planning Area C Phase 2 Construction	Cranes	1	7.00	226	0.29
Planning Area C Phase 2 Construction	Forklifts	3	8.00	89	0.20
Planning Area C Phase 2 Construction	Generator Sets	1	8.00	84	0.74
Planning Area C Phase 2 Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Planning Area C Phase 2 Construction	Welders	1	8.00	46	0.45
Planning Area A Phase 2 Construction	Cranes	1	7.00	226	0.29
Planning Area A Phase 2 Construction	Forklifts	1	8.00	89	0.20
Planning Area A Phase 2 Construction	Generator Sets	1	8.00	84	0.74
Planning Area A Phase 2 Construction	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Planning Area A Phase 2 Construction	Welders	3	8.00	46	0.45
Planning Area B Phase 1 Coatings	Air Compressors	1	6.00	78	0.48
Planning Area C Phase 2 Coatings	Air Compressors	1	6.00	78	0.48
Planning Area B Phase 2 Construction	Cranes	1	7.00	226	0.29
Planning Area B Phase 2 Construction	Forklifts	2	8.00	89	0.20
Planning Area B Phase 2 Construction	Generator Sets	0	8.00	84	0.74
Planning Area B Phase 2 Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Planning Area B Phase 2 Construction	Welders	0	8.00	46	0.45
Planning Area A Phase 2 Coatings	Air Compressors	1	6.00	78	0.48
Planning Area C Phase 3 Construction	Cranes	1	7.00	226	0.29
Planning Area C Phase 3 Construction	Forklifts	3	8.00	89	0.20
Planning Area C Phase 3 Construction	Generator Sets	1	8.00	84	0.74
Planning Area C Phase 3 Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Planning Area C Phase 3 Construction	Welders	1	8.00	46	0.45
Planning Area A Phase 3 Construction	Cranes	1	7.00	226	0.29
Planning Area A Phase 3 Construction	Forklifts	1	8.00	89	0.20
Planning Area A Phase 3 Construction	Generator Sets	1	8.00	84	0.74
Planning Area A Phase 3 Construction	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Planning Area A Phase 3 Construction	Welders	3	8.00	46	0.45
Planning Area B Phase 2 Coatings	Air Compressors	1	6.00	78	0.48
Planning Area C Phase 3 Coatings	Air Compressors	1	6.00	78	0.48
Planning Area B Phase 3 Construction	Cranes	1	7.00	226	0.29
Planning Area B Phase 3 Construction	Forklifts	2	8.00	89	0.20
Planning Area B Phase 3 Construction	Generator Sets	0	8.00	84	0.74
Planning Area B Phase 3 Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Planning Area B Phase 3 Construction	Welders	0	8.00	46	0.45
Planning Area A Phase 3 Coatings	Air Compressors	1	6.00	78	0.48
Planning Area B Phase 3 Coatings	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading Planning Area A & B	15	38.00	0.00	969.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading Planning Area C	17	43.00	0.00	623.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Underground Utilities	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area A Phase 1 Construction	7	22.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area C Phase 1 Construction	9	18.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area A Phase 1 Coatings	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area C Phase 1 Coatings	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area B Phase 1 Construction	5	16.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area C Phase 2 Construction	9	18.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area A Phase 2 Construction	7	22.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area B Phase 2 Coatings	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area C Phase 2 Coatings	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area B Phase 2 Construction	5	16.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area A Phase 2 Coatings	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area C Phase 3 Construction	9	18.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area A Phase 3 Construction	7	22.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area B Phase 3 Coatings	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area C Phase 3 Coatings	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area B Phase 3 Construction	5	16.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area A Phase 3 Coatings	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Planning Area B Phase 3 Construction	1	3.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Site Preparation - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.0221	0.0000	6.0221	3.3102	0.0000	3.3102			0.0000			0.0000
Off-Road	1.3420	14.3264	11.2993	0.0120		0.7264	0.7264		0.6683	0.6683		1,208.999 1	1,208.999 1	0.3764		1,216.903 0
Total	1.3420	14.3264	11.2993	0.0120	6.0221	0.7264	6.7485	3.3102	0.6683	3.9785		1,208.999 1	1,208.999 1	0.3764		1,216.903 0

3.2 Site Preparation - 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	0.0153	0.0191	0.1766	4.9000e-004	0.0411	2.9000e-004	0.0414	0.0109	2.7000e-004	0.0112		37.7348	37.7348	1.8700e-003		37.7741
Total	0.0153	0.0191	0.1766	4.9000e-004	0.0411	2.9000e-004	0.0414	0.0109	2.7000e-004	0.0112		37.7348	37.7348	1.8700e-003		37.7741

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					2.7099	0.0000	2.7099	1.4896	0.0000	1.4896			0.0000			0.0000
Off-Road	0.1459	0.6323	6.2998	0.0120		0.0195	0.0195		0.0195	0.0195	0.0000	1,208.9991	1,208.9991	0.3764		1,216.9030
Total	0.1459	0.6323	6.2998	0.0120	2.7099	0.0195	2.7294	1.4896	0.0195	1.5091	0.0000	1,208.9991	1,208.9991	0.3764		1,216.9030

3.2 Site Preparation - 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	0.0153	0.0191	0.1766	4.9000e-004	0.0411	2.9000e-004	0.0414	0.0109	2.7000e-004	0.0112		37.7348	37.7348	1.8700e-003		37.7741
Total	0.0153	0.0191	0.1766	4.9000e-004	0.0411	2.9000e-004	0.0414	0.0109	2.7000e-004	0.0112		37.7348	37.7348	1.8700e-003		37.7741

3.3 Grading Planning Areas A&B - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					15.7862	0.0000	15.7862	7.0258	0.0000	7.0258			0.0000			0.0000
Off-Road	8.2205	89.9696	60.0891	0.0931		4.0928	4.0928		3.7978	3.7978		9,321.4136	9,321.4136	2.7360		9,378.8690
Total	8.2205	89.9696	60.0891	0.0931	15.7862	4.0928	19.8789	7.0258	3.7978	10.8237		9,321.4136	9,321.4136	2.7360		9,378.8690

3.3 Grading Planning Areas A&B - 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	0.5297	6.2654	6.4986	0.0200	0.4691	0.0896	0.5587	0.1284	0.0825	0.2109		1,955.3238	1,955.3238	0.0140		1,955.6182
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1159	0.1451	1.3424	3.7100e-003	0.3122	2.2300e-003	0.3144	0.0828	2.0600e-003	0.0849		286.7844	286.7844	0.0142		287.0833
Total	0.6456	6.4105	7.8410	0.0238	0.7812	0.0919	0.8731	0.2112	0.0845	0.2957		2,242.1082	2,242.1082	0.0283		2,242.7015

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.1038	0.0000	7.1038	3.1616	0.0000	3.1616			0.0000			0.0000
Off-Road	1.1195	4.8514	45.8677	0.0931		0.1493	0.1493		0.1493	0.1493	0.0000	9,321.4136	9,321.4136	2.7360		9,378.8690
Total	1.1195	4.8514	45.8677	0.0931	7.1038	0.1493	7.2531	3.1616	0.1493	3.3109	0.0000	9,321.4136	9,321.4136	2.7360		9,378.8690

3.3 Grading Planning Areas A&B - 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	0.5297	6.2654	6.4986	0.0200	0.4691	0.0896	0.5587	0.1284	0.0825	0.2109		1,955.3238	1,955.3238	0.0140		1,955.6182
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1159	0.1451	1.3424	3.7100e-003	0.3122	2.2300e-003	0.3144	0.0828	2.0600e-003	0.0849		286.7844	286.7844	0.0142		287.0833
Total	0.6456	6.4105	7.8410	0.0238	0.7812	0.0919	0.8731	0.2112	0.0845	0.2957		2,242.1082	2,242.1082	0.0283		2,242.7015

3.4 Grading Planning Area C - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					15.8260	0.0000	15.8260	7.0318	0.0000	7.0318			0.0000			0.0000
Off-Road	9.7325	109.4717	67.6868	0.1247		4.5983	4.5983		4.2308	4.2308		12,539.8874	12,539.8874	3.9003		12,621.7929
Total	9.7325	109.4717	67.6868	0.1247	15.8260	4.5983	20.4243	7.0318	4.2308	11.2627		12,539.8874	12,539.8874	3.9003		12,621.7929

3.4 Grading Planning Area C - 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	1.2259	14.5016	15.0413	0.0464	1.0856	0.2074	1.2931	0.2973	0.1908	0.4881		4,525.6968	4,525.6968	0.0325		4,526.3782
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1312	0.1641	1.5191	4.2000e-003	0.3532	2.5200e-003	0.3558	0.0937	2.3300e-003	0.0960		324.5192	324.5192	0.0161		324.8574
Total	1.3571	14.6657	16.5603	0.0506	1.4389	0.2100	1.6488	0.3910	0.1932	0.5841		4,850.2161	4,850.2161	0.0486		4,851.2356

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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					7.1217	0.0000	7.1217	3.1643	0.0000	3.1643			0.0000			0.0000
Off-Road	1.5229	6.5990	58.6747	0.1247		0.2031	0.2031		0.2031	0.2031	0.0000	12,539.8874	12,539.8874	3.9003		12,621.7929
Total	1.5229	6.5990	58.6747	0.1247	7.1217	0.2031	7.3247	3.1643	0.2031	3.3674	0.0000	12,539.8874	12,539.8874	3.9003		12,621.7929

3.4 Grading Planning Area C - 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	1.2259	14.5016	15.0413	0.0464	1.0856	0.2074	1.2931	0.2973	0.1908	0.4881		4,525.6968	4,525.6968	0.0325		4,526.3782
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1312	0.1641	1.5191	4.2000e-003	0.3532	2.5200e-003	0.3558	0.0937	2.3300e-003	0.0960		324.5192	324.5192	0.0161		324.8574
Total	1.3571	14.6657	16.5603	0.0506	1.4389	0.2100	1.6488	0.3910	0.1932	0.5841		4,850.2161	4,850.2161	0.0486		4,851.2356

3.5 Underground Utilities - 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	0.5626	5.8040	5.6953	8.4000e-003		0.3403	0.3403		0.3130	0.3130		845.5151	845.5151	0.2632		851.0427
Total	0.5626	5.8040	5.6953	8.4000e-003		0.3403	0.3403		0.3130	0.3130		845.5151	845.5151	0.2632		851.0427

3.5 Underground Utilities - 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	0.0153	0.0191	0.1766	4.9000e-004	0.0411	2.9000e-004	0.0414	0.0109	2.7000e-004	0.0112		37.7348	37.7348	1.8700e-003		37.7741
Total	0.0153	0.0191	0.1766	4.9000e-004	0.0411	2.9000e-004	0.0414	0.0109	2.7000e-004	0.0112		37.7348	37.7348	1.8700e-003		37.7741

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1031	0.4469	6.3593	8.4000e-003		0.0138	0.0138		0.0138	0.0138	0.0000	845.5151	845.5151	0.2632		851.0427
Total	0.1031	0.4469	6.3593	8.4000e-003		0.0138	0.0138		0.0138	0.0138	0.0000	845.5151	845.5151	0.2632		851.0427

3.5 Underground Utilities - 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	0.0153	0.0191	0.1766	4.9000e-004	0.0411	2.9000e-004	0.0414	0.0109	2.7000e-004	0.0112		37.7348	37.7348	1.8700e-003		37.7741
Total	0.0153	0.0191	0.1766	4.9000e-004	0.0411	2.9000e-004	0.0414	0.0109	2.7000e-004	0.0112		37.7348	37.7348	1.8700e-003		37.7741

3.6 Paving - 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	1.1599	11.7634	10.0465	0.0153		0.6774	0.6774		0.6249	0.6249		1,511.185 2	1,511.185 2	0.4547		1,520.734 5
Paving	1.3013					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.4612	11.7634	10.0465	0.0153		0.6774	0.6774		0.6249	0.6249		1,511.185 2	1,511.185 2	0.4547		1,520.734 5

3.6 Paving - 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	0.0305	0.0382	0.3533	9.8000e-004	0.0822	5.9000e-004	0.0827	0.0218	5.4000e-004	0.0223		75.4696	75.4696	3.7500e-003		75.5482
Total	0.0305	0.0382	0.3533	9.8000e-004	0.0822	5.9000e-004	0.0827	0.0218	5.4000e-004	0.0223		75.4696	75.4696	3.7500e-003		75.5482

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1752	0.7593	10.8059	0.0153		0.0234	0.0234		0.0234	0.0234	0.0000	1,511.185 2	1,511.185 2	0.4547		1,520.734 5
Paving	1.3013					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4765	0.7593	10.8059	0.0153		0.0234	0.0234		0.0234	0.0234	0.0000	1,511.185 2	1,511.185 2	0.4547		1,520.734 5

3.6 Paving - 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	0.0305	0.0382	0.3533	9.8000e-004	0.0822	5.9000e-004	0.0827	0.0218	5.4000e-004	0.0223		75.4696	75.4696	3.7500e-003		75.5482
Total	0.0305	0.0382	0.3533	9.8000e-004	0.0822	5.9000e-004	0.0827	0.0218	5.4000e-004	0.0223		75.4696	75.4696	3.7500e-003		75.5482

3.7 Planning Area A Phase 1 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	2.7302	18.8737	14.7390	0.0234		1.1440	1.1440		1.1007	1.1007		2,169.9613	2,169.9613	0.4521		2,179.4562
Total	2.7302	18.8737	14.7390	0.0234		1.1440	1.1440		1.1007	1.1007		2,169.9613	2,169.9613	0.4521		2,179.4562

3.7 Planning Area A Phase 1 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	0.0310	0.2350	0.4073	7.1000e-004	0.0199	3.5000e-003	0.0234	5.6800e-003	3.2200e-003	8.9000e-003		68.6259	68.6259	5.3000e-004		68.6369
Worker	0.0671	0.0840	0.7772	2.1500e-003	0.1807	1.2900e-003	0.1820	0.0479	1.1900e-003	0.0491		166.0331	166.0331	8.2400e-003		166.2061
Total	0.0981	0.3190	1.1845	2.8600e-003	0.2006	4.7900e-003	0.2054	0.0536	4.4100e-003	0.0580		234.6589	234.6589	8.7700e-003		234.8430

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3100	3.7856	13.9830	0.0234		0.0326	0.0326		0.0326	0.0326	0.0000	2,169.9613	2,169.9613	0.4521		2,179.4562
Total	0.3100	3.7856	13.9830	0.0234		0.0326	0.0326		0.0326	0.0326	0.0000	2,169.9613	2,169.9613	0.4521		2,179.4562

3.7 Planning Area A Phase 1 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	0.0310	0.2350	0.4073	7.1000e-004	0.0199	3.5000e-003	0.0234	5.6800e-003	3.2200e-003	8.9000e-003		68.6259	68.6259	5.3000e-004		68.6369
Worker	0.0671	0.0840	0.7772	2.1500e-003	0.1807	1.2900e-003	0.1820	0.0479	1.1900e-003	0.0491		166.0331	166.0331	8.2400e-003		166.2061
Total	0.0981	0.3190	1.1845	2.8600e-003	0.2006	4.7900e-003	0.2054	0.0536	4.4100e-003	0.0580		234.6589	234.6589	8.7700e-003		234.8430

3.7 Planning Area A Phase 1 Construction - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3946	17.2666	14.3166	0.0234		0.9900	0.9900		0.9528	0.9528		2,154.878 2	2,154.878 2	0.4312		2,163.934 3
Total	2.3946	17.2666	14.3166	0.0234		0.9900	0.9900		0.9528	0.9528		2,154.878 2	2,154.878 2	0.4312		2,163.934 3

3.7 Planning Area A Phase 1 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	0.0289	0.2138	0.3894	7.1000e-004	0.0199	3.2500e-003	0.0232	5.6800e-003	2.9900e-003	8.6700e-003		67.4427	67.4427	5.1000e-004		67.4535
Worker	0.0623	0.0776	0.7141	2.1500e-003	0.1807	1.2800e-003	0.1820	0.0479	1.1900e-003	0.0491		160.0254	160.0254	7.7500e-003		160.1881
Total	0.0912	0.2914	1.1035	2.8600e-003	0.2006	4.5300e-003	0.2052	0.0536	4.1800e-003	0.0578		227.4681	227.4681	8.2600e-003		227.6416

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3100	3.7856	13.9830	0.0234		0.0326	0.0326		0.0326	0.0326	0.0000	2,154.878 2	2,154.878 2	0.4312		2,163.934 3
Total	0.3100	3.7856	13.9830	0.0234		0.0326	0.0326		0.0326	0.0326	0.0000	2,154.878 2	2,154.878 2	0.4312		2,163.934 3

3.7 Planning Area A Phase 1 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	0.0289	0.2138	0.3894	7.1000e-004	0.0199	3.2500e-003	0.0232	5.6800e-003	2.9900e-003	8.6700e-003		67.4427	67.4427	5.1000e-004		67.4535
Worker	0.0623	0.0776	0.7141	2.1500e-003	0.1807	1.2800e-003	0.1820	0.0479	1.1900e-003	0.0491		160.0254	160.0254	7.7500e-003		160.1881
Total	0.0912	0.2914	1.1035	2.8600e-003	0.2006	4.5300e-003	0.2052	0.0536	4.1800e-003	0.0578		227.4681	227.4681	8.2600e-003		227.6416

3.8 Planning Area C Phase 1 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	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517

3.8 Planning Area C Phase 1 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	0.0310	0.2350	0.4073	7.1000e-004	0.0199	3.5000e-003	0.0234	5.6800e-003	3.2200e-003	8.9000e-003		68.6259	68.6259	5.3000e-004		68.6369
Worker	0.0549	0.0687	0.6359	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.8000e-004	0.0402		135.8453	135.8453	6.7400e-003		135.9868
Total	0.0859	0.3037	1.0432	2.4700e-003	0.1678	4.5500e-003	0.1723	0.0449	4.2000e-003	0.0491		204.4711	204.4711	7.2700e-003		204.6237

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3265	2.2289	17.4110	0.0268		0.0406	0.0406		0.0406	0.0406	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	0.3265	2.2289	17.4110	0.0268		0.0406	0.0406		0.0406	0.0406	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517

3.8 Planning Area C Phase 1 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	0.0310	0.2350	0.4073	7.1000e-004	0.0199	3.5000e-003	0.0234	5.6800e-003	3.2200e-003	8.9000e-003		68.6259	68.6259	5.3000e-004		68.6369
Worker	0.0549	0.0687	0.6359	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.8000e-004	0.0402		135.8453	135.8453	6.7400e-003		135.9868
Total	0.0859	0.3037	1.0432	2.4700e-003	0.1678	4.5500e-003	0.1723	0.0449	4.2000e-003	0.0491		204.4711	204.4711	7.2700e-003		204.6237

3.8 Planning Area C Phase 1 Construction - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083		2,580.7618	2,580.7618	0.6279		2,593.9479
Total	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083		2,580.7618	2,580.7618	0.6279		2,593.9479

3.8 Planning Area C Phase 1 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	0.0289	0.2138	0.3894	7.1000e-004	0.0199	3.2500e-003	0.0232	5.6800e-003	2.9900e-003	8.6700e-003		67.4427	67.4427	5.1000e-004		67.4535
Worker	0.0510	0.0635	0.5842	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		130.9299	130.9299	6.3400e-003		131.0630
Total	0.0799	0.2773	0.9737	2.4700e-003	0.1678	4.3000e-003	0.1721	0.0449	3.9600e-003	0.0489		198.3726	198.3726	6.8500e-003		198.5165

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3265	2.2289	17.4110	0.0268		0.0406	0.0406		0.0406	0.0406	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479
Total	0.3265	2.2289	17.4110	0.0268		0.0406	0.0406		0.0406	0.0406	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479

3.8 Planning Area C Phase 1 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	0.0289	0.2138	0.3894	7.1000e-004	0.0199	3.2500e-003	0.0232	5.6800e-003	2.9900e-003	8.6700e-003		67.4427	67.4427	5.1000e-004		67.4535
Worker	0.0510	0.0635	0.5842	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		130.9299	130.9299	6.3400e-003		131.0630
Total	0.0799	0.2773	0.9737	2.4700e-003	0.1678	4.3000e-003	0.1721	0.0449	3.9600e-003	0.0489		198.3726	198.3726	6.8500e-003		198.5165

3.9 Planning Area A Phase 1 Coatings - 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	16.8405					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	17.1069	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473

3.9 Planning Area A Phase 1 Coatings - 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	0.0113	0.0141	0.1298	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		29.0955	29.0955	1.4100e-003		29.1251
Total	0.0113	0.0141	0.1298	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		29.0955	29.0955	1.4100e-003		29.1251

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	16.8405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	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	16.8702	0.1288	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

3.9 Planning Area A Phase 1 Coatings - 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	0.0113	0.0141	0.1298	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		29.0955	29.0955	1.4100e-003		29.1251
Total	0.0113	0.0141	0.1298	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		29.0955	29.0955	1.4100e-003		29.1251

3.10 Planning Area C Phase 1 Coatings - 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	16.8405					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	17.1069	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473

3.10 Planning Area C Phase 1 Coatings - 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	0.0113	0.0141	0.1298	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		29.0955	29.0955	1.4100e-003		29.1251
Total	0.0113	0.0141	0.1298	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		29.0955	29.0955	1.4100e-003		29.1251

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	16.8405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	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	16.8702	0.1288	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

3.10 Planning Area C Phase 1 Coatings - 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	0.0113	0.0141	0.1298	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		29.0955	29.0955	1.4100e-003		29.1251
Total	0.0113	0.0141	0.1298	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		29.0955	29.0955	1.4100e-003		29.1251

3.11 Planning Area B Phase 1 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	1.1588	12.0894	8.3811	0.0134		0.7124	0.7124		0.6554	0.6554		1,329.8299	1,329.8299	0.4207		1,338.6656
Total	1.1588	12.0894	8.3811	0.0134		0.7124	0.7124		0.6554	0.6554		1,329.8299	1,329.8299	0.4207		1,338.6656

3.11 Planning Area B Phase 1 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	0.0193	0.1426	0.2596	4.7000e-004	0.0133	2.1700e-003	0.0154	3.7900e-003	2.0000e-003	5.7800e-003		44.9618	44.9618	3.4000e-004		44.9690
Worker	0.0453	0.0564	0.5193	1.5600e-003	0.1314	9.3000e-004	0.1324	0.0349	8.6000e-004	0.0357		116.3821	116.3821	5.6400e-003		116.5005
Total	0.0646	0.1990	0.7789	2.0300e-003	0.1447	3.1000e-003	0.1478	0.0387	2.8600e-003	0.0415		161.3439	161.3439	5.9800e-003		161.4695

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1648	0.7142	8.6469	0.0134		0.0220	0.0220		0.0220	0.0220	0.0000	1,329.8299	1,329.8299	0.4207		1,338.6656
Total	0.1648	0.7142	8.6469	0.0134		0.0220	0.0220		0.0220	0.0220	0.0000	1,329.8299	1,329.8299	0.4207		1,338.6656

3.11 Planning Area B Phase 1 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	0.0193	0.1426	0.2596	4.7000e-004	0.0133	2.1700e-003	0.0154	3.7900e-003	2.0000e-003	5.7800e-003		44.9618	44.9618	3.4000e-004		44.9690
Worker	0.0453	0.0564	0.5193	1.5600e-003	0.1314	9.3000e-004	0.1324	0.0349	8.6000e-004	0.0357		116.3821	116.3821	5.6400e-003		116.5005
Total	0.0646	0.1990	0.7789	2.0300e-003	0.1447	3.1000e-003	0.1478	0.0387	2.8600e-003	0.0415		161.3439	161.3439	5.9800e-003		161.4695

3.11 Planning Area B Phase 1 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	1.0428	10.8945	8.1609	0.0134		0.6166	0.6166		0.5672	0.5672		1,300.7643	1,300.7643	0.4207		1,309.5989
Total	1.0428	10.8945	8.1609	0.0134		0.6166	0.6166		0.5672	0.5672		1,300.7643	1,300.7643	0.4207		1,309.5989

3.11 Planning Area B Phase 1 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	0.0182	0.1214	0.2511	4.7000e-004	0.0133	1.9400e-003	0.0152	3.7900e-003	1.7900e-003	5.5700e-003		43.9330	43.9330	3.3000e-004		43.9400
Worker	0.0428	0.0527	0.4851	1.5600e-003	0.1314	9.3000e-004	0.1324	0.0349	8.6000e-004	0.0357		111.6915	111.6915	5.3600e-003		111.8040
Total	0.0611	0.1741	0.7361	2.0300e-003	0.1447	2.8700e-003	0.1476	0.0387	2.6500e-003	0.0413		155.6245	155.6245	5.6900e-003		155.7440

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1648	0.7142	8.6469	0.0134		0.0220	0.0220		0.0220	0.0220	0.0000	1,300.7643	1,300.7643	0.4207		1,309.5989
Total	0.1648	0.7142	8.6469	0.0134		0.0220	0.0220		0.0220	0.0220	0.0000	1,300.7643	1,300.7643	0.4207		1,309.5989

3.11 Planning Area B Phase 1 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	0.0182	0.1214	0.2511	4.7000e-004	0.0133	1.9400e-003	0.0152	3.7900e-003	1.7900e-003	5.5700e-003		43.9330	43.9330	3.3000e-004		43.9400
Worker	0.0428	0.0527	0.4851	1.5600e-003	0.1314	9.3000e-004	0.1324	0.0349	8.6000e-004	0.0357		111.6915	111.6915	5.3600e-003		111.8040
Total	0.0611	0.1741	0.7361	2.0300e-003	0.1447	2.8700e-003	0.1476	0.0387	2.6500e-003	0.0413		155.6245	155.6245	5.6900e-003		155.7440

3.12 Planning Area C Phase 2 Construction - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083		2,580.7618	2,580.7618	0.6279		2,593.9479
Total	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083		2,580.7618	2,580.7618	0.6279		2,593.9479

3.12 Planning Area C Phase 2 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	0.0289	0.2138	0.3894	7.1000e-004	0.0199	3.2500e-003	0.0232	5.6800e-003	2.9900e-003	8.6700e-003		67.4427	67.4427	5.1000e-004		67.4535
Worker	0.0510	0.0635	0.5842	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		130.9299	130.9299	6.3400e-003		131.0630
Total	0.0799	0.2773	0.9737	2.4700e-003	0.1678	4.3000e-003	0.1721	0.0449	3.9600e-003	0.0489		198.3726	198.3726	6.8500e-003		198.5165

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3265	2.2289	17.4110	0.0268		0.0406	0.0406		0.0406	0.0406	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479
Total	0.3265	2.2289	17.4110	0.0268		0.0406	0.0406		0.0406	0.0406	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479

3.12 Planning Area C Phase 2 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	0.0289	0.2138	0.3894	7.1000e-004	0.0199	3.2500e-003	0.0232	5.6800e-003	2.9900e-003	8.6700e-003		67.4427	67.4427	5.1000e-004		67.4535
Worker	0.0510	0.0635	0.5842	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		130.9299	130.9299	6.3400e-003		131.0630
Total	0.0799	0.2773	0.9737	2.4700e-003	0.1678	4.3000e-003	0.1721	0.0449	3.9600e-003	0.0489		198.3726	198.3726	6.8500e-003		198.5165

3.12 Planning Area C Phase 2 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	2.1113	19.0839	16.8084	0.0268		1.1128	1.1128		1.0465	1.0465		2,542.4799	2,542.4799	0.6194		2,555.4880
Total	2.1113	19.0839	16.8084	0.0268		1.1128	1.1128		1.0465	1.0465		2,542.4799	2,542.4799	0.6194		2,555.4880

3.12 Planning Area C Phase 2 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	0.0273	0.1821	0.3766	7.1000e-004	0.0199	2.9200e-003	0.0228	5.6800e-003	2.6800e-003	8.3600e-003		65.8995	65.8995	5.0000e-004		65.9100
Worker	0.0482	0.0593	0.5457	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		125.6529	125.6529	6.0300e-003		125.7796
Total	0.0755	0.2414	0.9223	2.4700e-003	0.1678	3.9700e-003	0.1717	0.0449	3.6500e-003	0.0486		191.5524	191.5524	6.5300e-003		191.6895

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3265	2.2289	17.4110	0.0268		0.0406	0.0406		0.0406	0.0406	0.0000	2,542.4799	2,542.4799	0.6194		2,555.4880
Total	0.3265	2.2289	17.4110	0.0268		0.0406	0.0406		0.0406	0.0406	0.0000	2,542.4799	2,542.4799	0.6194		2,555.4880

3.12 Planning Area C Phase 2 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	0.0273	0.1821	0.3766	7.1000e-004	0.0199	2.9200e-003	0.0228	5.6800e-003	2.6800e-003	8.3600e-003		65.8995	65.8995	5.0000e-004		65.9100
Worker	0.0482	0.0593	0.5457	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		125.6529	125.6529	6.0300e-003		125.7796
Total	0.0755	0.2414	0.9223	2.4700e-003	0.1678	3.9700e-003	0.1717	0.0449	3.6500e-003	0.0486		191.5524	191.5524	6.5300e-003		191.6895

3.13 Planning Area A Phase 2 Construction - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3946	17.2666	14.3166	0.0234		0.9900	0.9900		0.9528	0.9528		2,154.878 2	2,154.878 2	0.4312		2,163.934 3
Total	2.3946	17.2666	14.3166	0.0234		0.9900	0.9900		0.9528	0.9528		2,154.878 2	2,154.878 2	0.4312		2,163.934 3

3.13 Planning Area A Phase 2 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	0.0289	0.2138	0.3894	7.1000e-004	0.0199	3.2500e-003	0.0232	5.6800e-003	2.9900e-003	8.6700e-003		67.4427	67.4427	5.1000e-004		67.4535
Worker	0.0623	0.0776	0.7141	2.1500e-003	0.1807	1.2800e-003	0.1820	0.0479	1.1900e-003	0.0491		160.0254	160.0254	7.7500e-003		160.1881
Total	0.0912	0.2914	1.1035	2.8600e-003	0.2006	4.5300e-003	0.2052	0.0536	4.1800e-003	0.0578		227.4681	227.4681	8.2600e-003		227.6416

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3100	3.7856	13.9830	0.0234		0.0326	0.0326		0.0326	0.0326	0.0000	2,154.878 2	2,154.878 2	0.4312		2,163.934 3
Total	0.3100	3.7856	13.9830	0.0234		0.0326	0.0326		0.0326	0.0326	0.0000	2,154.878 2	2,154.878 2	0.4312		2,163.934 3

3.13 Planning Area A Phase 2 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	0.0289	0.2138	0.3894	7.1000e-004	0.0199	3.2500e-003	0.0232	5.6800e-003	2.9900e-003	8.6700e-003		67.4427	67.4427	5.1000e-004		67.4535
Worker	0.0623	0.0776	0.7141	2.1500e-003	0.1807	1.2800e-003	0.1820	0.0479	1.1900e-003	0.0491		160.0254	160.0254	7.7500e-003		160.1881
Total	0.0912	0.2914	1.1035	2.8600e-003	0.2006	4.5300e-003	0.2052	0.0536	4.1800e-003	0.0578		227.4681	227.4681	8.2600e-003		227.6416

3.13 Planning Area A Phase 2 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	2.1408	15.9476	13.9925	0.0234		0.8603	0.8603		0.8281	0.8281		2,135.0288	2,135.0288	0.4148		2,143.7393
Total	2.1408	15.9476	13.9925	0.0234		0.8603	0.8603		0.8281	0.8281		2,135.0288	2,135.0288	0.4148		2,143.7393

3.13 Planning Area A Phase 2 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	0.0273	0.1821	0.3766	7.1000e-004	0.0199	2.9200e-003	0.0228	5.6800e-003	2.6800e-003	8.3600e-003		65.8995	65.8995	5.0000e-004		65.9100
Worker	0.0589	0.0725	0.6670	2.1500e-003	0.1807	1.2800e-003	0.1820	0.0479	1.1900e-003	0.0491		153.5758	153.5758	7.3700e-003		153.7306
Total	0.0862	0.2546	1.0436	2.8600e-003	0.2006	4.2000e-003	0.2048	0.0536	3.8700e-003	0.0575		219.4753	219.4753	7.8700e-003		219.6405

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3100	3.7856	13.9830	0.0234		0.0326	0.0326		0.0326	0.0326	0.0000	2,135.0288	2,135.0288	0.4148		2,143.7393
Total	0.3100	3.7856	13.9830	0.0234		0.0326	0.0326		0.0326	0.0326	0.0000	2,135.0288	2,135.0288	0.4148		2,143.7393

3.13 Planning Area A Phase 2 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	0.0273	0.1821	0.3766	7.1000e-004	0.0199	2.9200e-003	0.0228	5.6800e-003	2.6800e-003	8.3600e-003		65.8995	65.8995	5.0000e-004		65.9100
Worker	0.0589	0.0725	0.6670	2.1500e-003	0.1807	1.2800e-003	0.1820	0.0479	1.1900e-003	0.0491		153.5758	153.5758	7.3700e-003		153.7306
Total	0.0862	0.2546	1.0436	2.8600e-003	0.2006	4.2000e-003	0.2048	0.0536	3.8700e-003	0.0575		219.4753	219.4753	7.8700e-003		219.6405

3.14 Planning Area B Phase 1 Coatings - 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	16.8405					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	17.0827	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9057

3.14 Planning Area B Phase 1 Coatings - 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	8.0300e-003	9.8900e-003	0.0910	2.9000e-004	0.0246	1.7000e-004	0.0248	6.5400e-003	1.6000e-004	6.7000e-003		20.9422	20.9422	1.0000e-003		20.9633
Total	8.0300e-003	9.8900e-003	0.0910	2.9000e-004	0.0246	1.7000e-004	0.0248	6.5400e-003	1.6000e-004	6.7000e-003		20.9422	20.9422	1.0000e-003		20.9633

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	16.8405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	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	16.8702	0.1288	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

3.14 Planning Area B Phase 1 Coatings - 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	8.0300e-003	9.8900e-003	0.0910	2.9000e-004	0.0246	1.7000e-004	0.0248	6.5400e-003	1.6000e-004	6.7000e-003		20.9422	20.9422	1.0000e-003		20.9633
Total	8.0300e-003	9.8900e-003	0.0910	2.9000e-004	0.0246	1.7000e-004	0.0248	6.5400e-003	1.6000e-004	6.7000e-003		20.9422	20.9422	1.0000e-003		20.9633

3.15 Planning Area C Phase 2 Coatings - 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	16.8405					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	17.0827	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9057

3.15 Planning Area C Phase 2 Coatings - 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	0.0107	0.0132	0.1213	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		27.9229	27.9229	1.3400e-003		27.9510
Total	0.0107	0.0132	0.1213	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		27.9229	27.9229	1.3400e-003		27.9510

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	16.8405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	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	16.8702	0.1288	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

3.15 Planning Area C Phase 2 Coatings - 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	0.0107	0.0132	0.1213	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		27.9229	27.9229	1.3400e-003		27.9510
Total	0.0107	0.0132	0.1213	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		27.9229	27.9229	1.3400e-003		27.9510

3.16 Planning Area B Phase 2 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	1.0428	10.8945	8.1609	0.0134		0.6166	0.6166		0.5672	0.5672		1,300.7643	1,300.7643	0.4207		1,309.5989
Total	1.0428	10.8945	8.1609	0.0134		0.6166	0.6166		0.5672	0.5672		1,300.7643	1,300.7643	0.4207		1,309.5989

3.16 Planning Area B Phase 2 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	0.0182	0.1214	0.2511	4.7000e-004	0.0133	1.9400e-003	0.0152	3.7900e-003	1.7900e-003	5.5700e-003		43.9330	43.9330	3.3000e-004		43.9400
Worker	0.0428	0.0527	0.4851	1.5600e-003	0.1314	9.3000e-004	0.1324	0.0349	8.6000e-004	0.0357		111.6915	111.6915	5.3600e-003		111.8040
Total	0.0611	0.1741	0.7361	2.0300e-003	0.1447	2.8700e-003	0.1476	0.0387	2.6500e-003	0.0413		155.6245	155.6245	5.6900e-003		155.7440

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1648	0.7142	8.6469	0.0134		0.0220	0.0220		0.0220	0.0220	0.0000	1,300.7643	1,300.7643	0.4207		1,309.5989
Total	0.1648	0.7142	8.6469	0.0134		0.0220	0.0220		0.0220	0.0220	0.0000	1,300.7643	1,300.7643	0.4207		1,309.5989

3.16 Planning Area B Phase 2 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	0.0182	0.1214	0.2511	4.7000e-004	0.0133	1.9400e-003	0.0152	3.7900e-003	1.7900e-003	5.5700e-003		43.9330	43.9330	3.3000e-004		43.9400
Worker	0.0428	0.0527	0.4851	1.5600e-003	0.1314	9.3000e-004	0.1324	0.0349	8.6000e-004	0.0357		111.6915	111.6915	5.3600e-003		111.8040
Total	0.0611	0.1741	0.7361	2.0300e-003	0.1447	2.8700e-003	0.1476	0.0387	2.6500e-003	0.0413		155.6245	155.6245	5.6900e-003		155.7440

3.16 Planning Area B Phase 2 Construction - 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	0.9399	9.8272	7.9886	0.0134		0.5315	0.5315		0.4890	0.4890		1,300.9510	1,300.9510	0.4208		1,309.7869
Total	0.9399	9.8272	7.9886	0.0134		0.5315	0.5315		0.4890	0.4890		1,300.9510	1,300.9510	0.4208		1,309.7869

3.16 Planning Area B Phase 2 Construction - 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	0.0171	0.0995	0.2415	4.7000e-004	0.0133	1.7500e-003	0.0150	3.7900e-003	1.6100e-003	5.4000e-003		43.8626	43.8626	3.3000e-004		43.8695
Worker	0.0408	0.0495	0.4595	1.5600e-003	0.1314	9.5000e-004	0.1324	0.0349	8.8000e-004	0.0357		109.8255	109.8255	5.1600e-003		109.9338
Total	0.0579	0.1490	0.7010	2.0300e-003	0.1447	2.7000e-003	0.1474	0.0387	2.4900e-003	0.0411		153.6880	153.6880	5.4900e-003		153.8033

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1648	0.7142	8.6469	0.0134		0.0220	0.0220		0.0220	0.0220	0.0000	1,300.9510	1,300.9510	0.4208		1,309.7869
Total	0.1648	0.7142	8.6469	0.0134		0.0220	0.0220		0.0220	0.0220	0.0000	1,300.9510	1,300.9510	0.4208		1,309.7869

3.16 Planning Area B Phase 2 Construction - 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	0.0171	0.0995	0.2415	4.7000e-004	0.0133	1.7500e-003	0.0150	3.7900e-003	1.6100e-003	5.4000e-003		43.8626	43.8626	3.3000e-004		43.8695
Worker	0.0408	0.0495	0.4595	1.5600e-003	0.1314	9.5000e-004	0.1324	0.0349	8.8000e-004	0.0357		109.8255	109.8255	5.1600e-003		109.9338
Total	0.0579	0.1490	0.7010	2.0300e-003	0.1447	2.7000e-003	0.1474	0.0387	2.4900e-003	0.0411		153.6880	153.6880	5.4900e-003		153.8033

3.17 Planning Area A Phase 2 Coatings - 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	16.8405					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	17.0827	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9057

3.17 Planning Area A Phase 2 Coatings - 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	0.0107	0.0132	0.1213	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		27.9229	27.9229	1.3400e-003		27.9510
Total	0.0107	0.0132	0.1213	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		27.9229	27.9229	1.3400e-003		27.9510

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	16.8405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	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	16.8702	0.1288	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

3.17 Planning Area A Phase 2 Coatings - 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	0.0107	0.0132	0.1213	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		27.9229	27.9229	1.3400e-003		27.9510
Total	0.0107	0.0132	0.1213	3.9000e-004	0.0329	2.3000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		27.9229	27.9229	1.3400e-003		27.9510

3.18 Planning Area C Phase 3 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	2.1113	19.0839	16.8084	0.0268		1.1128	1.1128		1.0465	1.0465		2,542.4799	2,542.4799	0.6194		2,555.4880
Total	2.1113	19.0839	16.8084	0.0268		1.1128	1.1128		1.0465	1.0465		2,542.4799	2,542.4799	0.6194		2,555.4880

3.18 Planning Area C Phase 3 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	0.0273	0.1821	0.3766	7.1000e-004	0.0199	2.9200e-003	0.0228	5.6800e-003	2.6800e-003	8.3600e-003		65.8995	65.8995	5.0000e-004		65.9100
Worker	0.0482	0.0593	0.5457	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		125.6529	125.6529	6.0300e-003		125.7796
Total	0.0755	0.2414	0.9223	2.4700e-003	0.1678	3.9700e-003	0.1717	0.0449	3.6500e-003	0.0486		191.5524	191.5524	6.5300e-003		191.6895

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3265	2.2289	17.4110	0.0268		0.0406	0.0406		0.0406	0.0406	0.0000	2,542.4799	2,542.4799	0.6194		2,555.4880
Total	0.3265	2.2289	17.4110	0.0268		0.0406	0.0406		0.0406	0.0406	0.0000	2,542.4799	2,542.4799	0.6194		2,555.4880

3.18 Planning Area C Phase 3 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	0.0273	0.1821	0.3766	7.1000e-004	0.0199	2.9200e-003	0.0228	5.6800e-003	2.6800e-003	8.3600e-003		65.8995	65.8995	5.0000e-004		65.9100
Worker	0.0482	0.0593	0.5457	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		125.6529	125.6529	6.0300e-003		125.7796
Total	0.0755	0.2414	0.9223	2.4700e-003	0.1678	3.9700e-003	0.1717	0.0449	3.6500e-003	0.0486		191.5524	191.5524	6.5300e-003		191.6895

3.18 Planning Area C Phase 3 Construction - 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	1.8931	17.3403	16.5376	0.0268		0.9549	0.9549		0.8979	0.8979		2,542.7817	2,542.7817	0.6126		2,555.6462
Total	1.8931	17.3403	16.5376	0.0268		0.9549	0.9549		0.8979	0.8979		2,542.7817	2,542.7817	0.6126		2,555.6462

3.18 Planning Area C Phase 3 Construction - 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	0.0257	0.1493	0.3623	7.0000e-004	0.0199	2.6200e-003	0.0225	5.6800e-003	2.4100e-003	8.0900e-003		65.7938	65.7938	5.0000e-004		65.8043
Worker	0.0459	0.0557	0.5170	1.7600e-003	0.1479	1.0700e-003	0.1489	0.0392	9.9000e-004	0.0402		123.5537	123.5537	5.8000e-003		123.6755
Total	0.0715	0.2050	0.8792	2.4600e-003	0.1678	3.6900e-003	0.1715	0.0449	3.4000e-003	0.0483		189.3475	189.3475	6.3000e-003		189.4798

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3265	2.2289	17.4110	0.0268		0.0406	0.0406		0.0406	0.0406	0.0000	2,542.7817	2,542.7817	0.6126		2,555.6462
Total	0.3265	2.2289	17.4110	0.0268		0.0406	0.0406		0.0406	0.0406	0.0000	2,542.7817	2,542.7817	0.6126		2,555.6462

3.18 Planning Area C Phase 3 Construction - 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	0.0257	0.1493	0.3623	7.0000e-004	0.0199	2.6200e-003	0.0225	5.6800e-003	2.4100e-003	8.0900e-003		65.7938	65.7938	5.0000e-004		65.8043
Worker	0.0459	0.0557	0.5170	1.7600e-003	0.1479	1.0700e-003	0.1489	0.0392	9.9000e-004	0.0402		123.5537	123.5537	5.8000e-003		123.6755
Total	0.0715	0.2050	0.8792	2.4600e-003	0.1678	3.6900e-003	0.1715	0.0449	3.4000e-003	0.0483		189.3475	189.3475	6.3000e-003		189.4798

3.19 Planning Area A Phase 3 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	2.1408	15.9476	13.9925	0.0234		0.8603	0.8603		0.8281	0.8281		2,135.0288	2,135.0288	0.4148		2,143.7393
Total	2.1408	15.9476	13.9925	0.0234		0.8603	0.8603		0.8281	0.8281		2,135.0288	2,135.0288	0.4148		2,143.7393

3.19 Planning Area A Phase 3 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	0.0273	0.1821	0.3766	7.1000e-004	0.0199	2.9200e-003	0.0228	5.6800e-003	2.6800e-003	8.3600e-003		65.8995	65.8995	5.0000e-004		65.9100
Worker	0.0589	0.0725	0.6670	2.1500e-003	0.1807	1.2800e-003	0.1820	0.0479	1.1900e-003	0.0491		153.5758	153.5758	7.3700e-003		153.7306
Total	0.0862	0.2546	1.0436	2.8600e-003	0.2006	4.2000e-003	0.2048	0.0536	3.8700e-003	0.0575		219.4753	219.4753	7.8700e-003		219.6405

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3100	3.7856	13.9830	0.0234		0.0326	0.0326		0.0326	0.0326	0.0000	2,135.0288	2,135.0288	0.4148		2,143.7393
Total	0.3100	3.7856	13.9830	0.0234		0.0326	0.0326		0.0326	0.0326	0.0000	2,135.0288	2,135.0288	0.4148		2,143.7393

3.19 Planning Area A Phase 3 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	0.0273	0.1821	0.3766	7.1000e-004	0.0199	2.9200e-003	0.0228	5.6800e-003	2.6800e-003	8.3600e-003		65.8995	65.8995	5.0000e-004		65.9100
Worker	0.0589	0.0725	0.6670	2.1500e-003	0.1807	1.2800e-003	0.1820	0.0479	1.1900e-003	0.0491		153.5758	153.5758	7.3700e-003		153.7306
Total	0.0862	0.2546	1.0436	2.8600e-003	0.2006	4.2000e-003	0.2048	0.0536	3.8700e-003	0.0575		219.4753	219.4753	7.8700e-003		219.6405

3.19 Planning Area A Phase 3 Construction - 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	1.9120	14.6821	13.6842	0.0234		0.7401	0.7401		0.7121	0.7121		2,135.1004	2,135.1004	0.4006		2,143.5123
Total	1.9120	14.6821	13.6842	0.0234		0.7401	0.7401		0.7121	0.7121		2,135.1004	2,135.1004	0.4006		2,143.5123

3.19 Planning Area A Phase 3 Construction - 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	0.0257	0.1493	0.3623	7.0000e-004	0.0199	2.6200e-003	0.0225	5.6800e-003	2.4100e-003	8.0900e-003		65.7938	65.7938	5.0000e-004		65.8043
Worker	0.0561	0.0681	0.6319	2.1500e-003	0.1807	1.3000e-003	0.1820	0.0479	1.2100e-003	0.0491		151.0100	151.0100	7.0900e-003		151.1589
Total	0.0817	0.2174	0.9941	2.8500e-003	0.2006	3.9200e-003	0.2046	0.0536	3.6200e-003	0.0572		216.8038	216.8038	7.5900e-003		216.9632

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.3100	3.7856	13.9830	0.0234		0.0326	0.0326		0.0326	0.0326	0.0000	2,135.1004	2,135.1004	0.4006		2,143.5123
Total	0.3100	3.7856	13.9830	0.0234		0.0326	0.0326		0.0326	0.0326	0.0000	2,135.1004	2,135.1004	0.4006		2,143.5123

3.19 Planning Area A Phase 3 Construction - 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	0.0257	0.1493	0.3623	7.0000e-004	0.0199	2.6200e-003	0.0225	5.6800e-003	2.4100e-003	8.0900e-003		65.7938	65.7938	5.0000e-004		65.8043
Worker	0.0561	0.0681	0.6319	2.1500e-003	0.1807	1.3000e-003	0.1820	0.0479	1.2100e-003	0.0491		151.0100	151.0100	7.0900e-003		151.1589
Total	0.0817	0.2174	0.9941	2.8500e-003	0.2006	3.9200e-003	0.2046	0.0536	3.6200e-003	0.0572		216.8038	216.8038	7.5900e-003		216.9632

3.20 Planning Area B Phase 2 Coatings - 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	16.8405					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	17.0594	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537

3.20 Planning Area B Phase 2 Coatings - 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	7.6500e-003	9.2800e-003	0.0862	2.9000e-004	0.0246	1.8000e-004	0.0248	6.5400e-003	1.6000e-004	6.7000e-003		20.5923	20.5923	9.7000e-004		20.6126
Total	7.6500e-003	9.2800e-003	0.0862	2.9000e-004	0.0246	1.8000e-004	0.0248	6.5400e-003	1.6000e-004	6.7000e-003		20.5923	20.5923	9.7000e-004		20.6126

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	16.8405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	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	16.8702	0.1288	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

3.20 Planning Area B Phase 2 Coatings - 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	7.6500e-003	9.2800e-003	0.0862	2.9000e-004	0.0246	1.8000e-004	0.0248	6.5400e-003	1.6000e-004	6.7000e-003		20.5923	20.5923	9.7000e-004		20.6126
Total	7.6500e-003	9.2800e-003	0.0862	2.9000e-004	0.0246	1.8000e-004	0.0248	6.5400e-003	1.6000e-004	6.7000e-003		20.5923	20.5923	9.7000e-004		20.6126

3.21 Planning Area C Phase 3 Coatings - 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	16.8405					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	17.0594	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537

3.21 Planning Area C Phase 3 Coatings - 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	0.0102	0.0124	0.1149	3.9000e-004	0.0329	2.4000e-004	0.0331	8.7200e-003	2.2000e-004	8.9400e-003		27.4564	27.4564	1.2900e-003		27.4834
Total	0.0102	0.0124	0.1149	3.9000e-004	0.0329	2.4000e-004	0.0331	8.7200e-003	2.2000e-004	8.9400e-003		27.4564	27.4564	1.2900e-003		27.4834

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	16.8405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	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	16.8702	0.1288	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

3.21 Planning Area C Phase 3 Coatings - 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	0.0102	0.0124	0.1149	3.9000e-004	0.0329	2.4000e-004	0.0331	8.7200e-003	2.2000e-004	8.9400e-003		27.4564	27.4564	1.2900e-003		27.4834
Total	0.0102	0.0124	0.1149	3.9000e-004	0.0329	2.4000e-004	0.0331	8.7200e-003	2.2000e-004	8.9400e-003		27.4564	27.4564	1.2900e-003		27.4834

3.22 Planning Area B Phase 3 Construction - 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	0.9399	9.8272	7.9886	0.0134		0.5315	0.5315		0.4890	0.4890		1,300.9510	1,300.9510	0.4208		1,309.7869
Total	0.9399	9.8272	7.9886	0.0134		0.5315	0.5315		0.4890	0.4890		1,300.9510	1,300.9510	0.4208		1,309.7869

3.22 Planning Area B Phase 3 Construction - 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	0.0171	0.0995	0.2415	4.7000e-004	0.0133	1.7500e-003	0.0150	3.7900e-003	1.6100e-003	5.4000e-003		43.8626	43.8626	3.3000e-004		43.8695
Worker	0.0408	0.0495	0.4595	1.5600e-003	0.1314	9.5000e-004	0.1324	0.0349	8.8000e-004	0.0357		109.8255	109.8255	5.1600e-003		109.9338
Total	0.0579	0.1490	0.7010	2.0300e-003	0.1447	2.7000e-003	0.1474	0.0387	2.4900e-003	0.0411		153.6880	153.6880	5.4900e-003		153.8033

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.1648	0.7142	8.6469	0.0134		0.0220	0.0220		0.0220	0.0220	0.0000	1,300.9510	1,300.9510	0.4208		1,309.7869
Total	0.1648	0.7142	8.6469	0.0134		0.0220	0.0220		0.0220	0.0220	0.0000	1,300.9510	1,300.9510	0.4208		1,309.7869

3.22 Planning Area B Phase 3 Construction - 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	0.0171	0.0995	0.2415	4.7000e-004	0.0133	1.7500e-003	0.0150	3.7900e-003	1.6100e-003	5.4000e-003		43.8626	43.8626	3.3000e-004		43.8695
Worker	0.0408	0.0495	0.4595	1.5600e-003	0.1314	9.5000e-004	0.1324	0.0349	8.8000e-004	0.0357		109.8255	109.8255	5.1600e-003		109.9338
Total	0.0579	0.1490	0.7010	2.0300e-003	0.1447	2.7000e-003	0.1474	0.0387	2.4900e-003	0.0411		153.6880	153.6880	5.4900e-003		153.8033

3.23 Planning Area A Phase 3 Coatings - 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	16.8405					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	17.0594	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537

3.23 Planning Area A Phase 3 Coatings - 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	0.0102	0.0124	0.1149	3.9000e-004	0.0329	2.4000e-004	0.0331	8.7200e-003	2.2000e-004	8.9400e-003		27.4564	27.4564	1.2900e-003		27.4834
Total	0.0102	0.0124	0.1149	3.9000e-004	0.0329	2.4000e-004	0.0331	8.7200e-003	2.2000e-004	8.9400e-003		27.4564	27.4564	1.2900e-003		27.4834

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	16.8405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	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	16.8702	0.1288	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

3.23 Planning Area A Phase 3 Coatings - 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	0.0102	0.0124	0.1149	3.9000e-004	0.0329	2.4000e-004	0.0331	8.7200e-003	2.2000e-004	8.9400e-003		27.4564	27.4564	1.2900e-003		27.4834
Total	0.0102	0.0124	0.1149	3.9000e-004	0.0329	2.4000e-004	0.0331	8.7200e-003	2.2000e-004	8.9400e-003		27.4564	27.4564	1.2900e-003		27.4834

3.24 Planning Area B Phase 3 Coatings - 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	16.8405					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	17.0594	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.8537

3.24 Planning Area B Phase 3 Coatings - 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	7.6500e-003	9.2800e-003	0.0862	2.9000e-004	0.0246	1.8000e-004	0.0248	6.5400e-003	1.6000e-004	6.7000e-003		20.5923	20.5923	9.7000e-004		20.6126
Total	7.6500e-003	9.2800e-003	0.0862	2.9000e-004	0.0246	1.8000e-004	0.0248	6.5400e-003	1.6000e-004	6.7000e-003		20.5923	20.5923	9.7000e-004		20.6126

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	16.8405					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	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	16.8702	0.1288	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

3.24 Planning Area B Phase 3 Coatings - 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	7.6500e-003	9.2800e-003	0.0862	2.9000e-004	0.0246	1.8000e-004	0.0248	6.5400e-003	1.6000e-004	6.7000e-003		20.5923	20.5923	9.7000e-004		20.6126
Total	7.6500e-003	9.2800e-003	0.0862	2.9000e-004	0.0246	1.8000e-004	0.0248	6.5400e-003	1.6000e-004	6.7000e-003		20.5923	20.5923	9.7000e-004		20.6126

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.8860	8.3115	44.1415	0.1131	7.9453	0.1298	8.0751	2.1208	0.1198	2.2406		8,538.018 2	8,538.018 2	0.3301		8,544.949 3
Unmitigated	5.3033	10.4402	52.7780	0.1486	10.5360	0.1672	10.7032	2.8124	0.1543	2.9667		11,219.38 25	11,219.38 25	0.4245		11,228.29 78

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse High Rise	1,744.00	1,744.00	1,744.00	4,979,649	3,755,203
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	1,744.00	1,744.00	1,744.00	4,979,649	3,755,203

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
Condo/Townhouse High Rise	10.80	7.30	7.50	41.60	18.80	39.60	86	11	3
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.512811	0.073496	0.191363	0.130940	0.036084	0.005147	0.012550	0.023118	0.001871	0.002053	0.006546	0.000576	0.003444

5.0 Energy Detail

5.1 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0715	0.6106	0.2598	3.9000e-003		0.0494	0.0494		0.0494	0.0494		779.5076	779.5076	0.0149	0.0143	784.2515
NaturalGas Unmitigated	0.0888	0.7591	0.3230	4.8500e-003		0.0614	0.0614		0.0614	0.0614		969.0407	969.0407	0.0186	0.0178	974.9382

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
Condo/Townhouse High Rise	8236.85	0.0888	0.7591	0.3230	4.8500e-003		0.0614	0.0614		0.0614	0.0614		969.0407	969.0407	0.0186	0.0178	974.9382
Total		0.0888	0.7591	0.3230	4.8500e-003		0.0614	0.0614		0.0614	0.0614		969.0407	969.0407	0.0186	0.0178	974.9382

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	6.62581	0.0715	0.6106	0.2598	3.9000e-003		0.0494	0.0494		0.0494	0.0494		779.5076	779.5076	0.0149	0.0143	784.2515
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		0.0715	0.6106	0.2598	3.9000e-003		0.0494	0.0494		0.0494	0.0494		779.5076	779.5076	0.0149	0.0143	784.2515

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	6.9753	0.2081	18.0310	9.5000e-004		0.0994	0.0994		0.0994	0.0994	0.0000	32.3986	32.3986	0.0314	0.0000	33.0585
Unmitigated	8.4702	0.2081	18.0310	9.5000e-004		0.0994	0.0994		0.0994	0.0994	0.0000	32.3986	32.3986	0.0314	0.0000	33.0585

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.8686					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.0549					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.5467	0.2081	18.0310	9.5000e-004		0.0994	0.0994		0.0994	0.0994		32.3986	32.3986	0.0314		33.0585
Total	8.4702	0.2081	18.0310	9.5000e-004		0.0994	0.0994		0.0994	0.0994	0.0000	32.3986	32.3986	0.0314	0.0000	33.0585

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3737					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.0549					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.5467	0.2081	18.0310	9.5000e-004		0.0994	0.0994		0.0994	0.0994		32.3986	32.3986	0.0314		33.0585
Total	6.9753	0.2081	18.0310	9.5000e-004		0.0994	0.0994		0.0994	0.0994	0.0000	32.3986	32.3986	0.0314	0.0000	33.0585

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Vegetation

Sweetwater Vistas PA C Operations
San Diego County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse High Rise	75.00	Dwelling Unit	1.17	75,000.00	215

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2021
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No Construction

Vehicle Trips - LLG 2016

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No Woodburning Devices

Area Coating -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation - Low-VOC Coatings

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

Vehicle Emission Factors -

Water And Wastewater -

Solid Waste -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	50
tblConstructionPhase	NumDays	20.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	41.25	0.00
tblFireplaces	NumberNoFireplace	7.50	75.00
tblFireplaces	NumberWood	26.25	0.00
tblProjectCharacteristics	OperationalYear	2014	2021
tblVehicleTrips	ST_TR	7.16	8.00
tblVehicleTrips	SU_TR	6.07	8.00
tblVehicleTrips	WD_TR	6.59	8.00
tblWoodstoves	NumberCatalytic	3.75	0.00
tblWoodstoves	NumberNoncatalytic	3.75	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

2.0 Emissions Summary

[illegible]

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	2.4358	0.0716	6.2010	3.3000e-004		0.0342	0.0342		0.0342	0.0342	0.0000	11.1414	11.1414	0.0108	0.0000	11.3682
Energy	0.0306	0.2612	0.1111	1.6700e-003		0.0211	0.0211		0.0211	0.0211		333.3856	333.3856	6.3900e-003	6.1100e-003	335.4145
Mobile	1.8245	3.5918	18.1576	0.0511	3.6248	0.0575	3.6823	0.9676	0.0531	1.0207		3,859.879 3	3,859.879 3	0.1461		3,862.946 5
Total	4.2908	3.9246	24.4697	0.0531	3.6248	0.1128	3.7376	0.9676	0.1084	1.0759	0.0000	4,204.406 3	4,204.406 3	0.1633	6.1100e-003	4,209.729 2

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	1.9215	0.0716	6.2010	3.3000e-004		0.0342	0.0342		0.0342	0.0342	0.0000	11.1414	11.1414	0.0108	0.0000	11.3682
Energy	0.0246	0.2101	0.0894	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.1792	268.1792	5.1400e-003	4.9200e-003	269.8113
Mobile	1.8245	3.5918	18.1576	0.0511	3.6248	0.0575	3.6823	0.9676	0.0531	1.0207		3,859.879 3	3,859.879 3	0.1461		3,862.946 5
Total	3.7706	3.8735	24.4480	0.0528	3.6248	0.1087	3.7334	0.9676	0.1043	1.0718	0.0000	4,139.199 9	4,139.199 9	0.1620	4.9200e-003	4,144.126 0

	ROG	NOx	CO	SO2	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	12.13	1.30	0.09	0.62	0.00	3.66	0.11	0.00	3.81	0.38	0.00	1.55	1.55	0.77	19.48	1.56

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	12/31/2015	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	1.8245	3.5918	18.1576	0.0511	3.6248	0.0575	3.6823	0.9676	0.0531	1.0207		3,859.879 3	3,859.879 3	0.1461		3,862.946 5
Mitigated	1.8245	3.5918	18.1576	0.0511	3.6248	0.0575	3.6823	0.9676	0.0531	1.0207		3,859.879 3	3,859.879 3	0.1461		3,862.946 5

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse High Rise	600.00	600.00	600.00	1,713,182	1,713,182
Total	600.00	600.00	600.00	1,713,182	1,713,182

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
Condo/Townhouse High Rise	10.80	7.30	7.50	41.60	18.80	39.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.512811	0.073496	0.191363	0.130940	0.036084	0.005147	0.012550	0.023118	0.001871	0.002053	0.006546	0.000576	0.003444

5.0 Energy Detail

5.1 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.0246	0.2101	0.0894	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.1792	268.1792	5.1400e-003	4.9200e-003	269.8113
NaturalGas Unmitigated	0.0306	0.2612	0.1111	1.6700e-003		0.0211	0.0211		0.0211	0.0211		333.3856	333.3856	6.3900e-003	6.1100e-003	335.4145

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 High Rise	2833.78	0.0306	0.2612	0.1111	1.6700e-003		0.0211	0.0211		0.0211	0.0211		333.3856	333.3856	6.3900e-003	6.1100e-003	335.4145
Total		0.0306	0.2612	0.1111	1.6700e-003		0.0211	0.0211		0.0211	0.0211		333.3856	333.3856	6.3900e-003	6.1100e-003	335.4145

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	2.27952	0.0246	0.2101	0.0894	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.1792	268.1792	5.1400e-003	4.9200e-003	269.8113
Total		0.0246	0.2101	0.0894	1.3400e-003		0.0170	0.0170		0.0170	0.0170		268.1792	268.1792	5.1400e-003	4.9200e-003	269.8113

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	2.4358	0.0716	6.2010	3.3000e-004		0.0342	0.0342		0.0342	0.0342	0.0000	11.1414	11.1414	0.0108	0.0000	11.3682
Mitigated	1.9215	0.0716	6.2010	3.3000e-004		0.0342	0.0342		0.0342	0.0342	0.0000	11.1414	11.1414	0.0108	0.0000	11.3682

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.6429					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1879	0.0716	6.2010	3.3000e-004		0.0342	0.0342		0.0342	0.0342		11.1414	11.1414	0.0108		11.3682
Total	2.4358	0.0716	6.2010	3.3000e-004		0.0342	0.0342		0.0342	0.0342	0.0000	11.1414	11.1414	0.0108	0.0000	11.3682

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1286					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1879	0.0716	6.2010	3.3000e-004		0.0342	0.0342		0.0342	0.0342		11.1414	11.1414	0.0108		11.3682
Total	1.9215	0.0716	6.2010	3.3000e-004		0.0342	0.0342		0.0342	0.0342	0.0000	11.1414	11.1414	0.0108	0.0000	11.3682

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

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

10.0 Vegetation

Drilling and Blasting

ID	Source	holes/blast	Blast Frequency			Tons ANFO/ Blast
			blasts/day	blasts/month	blasts/ year	
B-1	Blasting Activity	36	1	3	3	3

Dust - PM10

ID	Source	Area (ft2)	PM10 EF Drilling (lb/hole)	PM2.5 EF Drilling (lb/hole)	Drilling Control Efficiency	PM10 EF Blasting (lb/blast)	PM2.5 EF Blasting (lb/blast)	PM10 Emissions			PM2.5 Emissions			Source Type
								lb/hr	lb/day	TPY	lb/hr	lb/day	TPY	
B-1	Blasting	3,000	-	-	-	1.196226	0.069013042	1.196226066	1.196226066	0.001794339	0.069013042	0.069013042	0.00010352	Area
D-1	Drilling	3,000	0.65	0.12	75%	-	-	0.1625	5.85	0.008775	0.03	1.08	0.00162	Area
Total								1.36	7.05	0.01	0.10	1.15	0.00	

Notes:

1. Emissions Factor Source: AP-42 5th Edition, Section 11.9, Table 11.9-4, October 1998. Assumes PM10 = TSP/2 = 1.3 lbs/hole / 2 = 0.65 lb/hole.
2. Emissions factor for PM2.5 is calculated based on a similar mechanical process for aggregate rock crushing. The emission factors for tertiary rock crushing will be used, based on AP-42 11.19.2, Table 11.19.2-2, Final Section, updated August 2004. The tertiary crushing emission factor for PM10 is 0.00054 lb/ton and the emissions factor for PM2.5 is 0.00010 lb/ton. The ratio of PM2.5 to PM10 is 0.00010/0.00054 = 0.185. Since the PM10 emission factor is estimated to be 0.65 lb/hole (see note 1), the emission factor for PM2.5 is estimated to be 0.65 lb/hole x 0.185 = 0.12 lb/hole.
3. Control Efficiency estimated to be between 63% and 88%, based on drill rotoclone or similar dust shroud device. Assumed midpoint of range reported.
4. AP-42 5th Edition, Section 11.9, Table 11.9-1. Also referenced Appendix E.2 of Background document to AP-42 5th Edition, Section 11.9.

PM10 EF = 0.000014(A)^{1.5}(0.52), where A = horizontal area in ft2 with a scaling factor for ≤10um of 0.52

PM2.5 EF = 0.000014(A)^{1.5}(0.03), where A = horizontal area in ft2 with a scaling factor for ≤2.5um of 0.03

Blasting Gases - ANFO Emission Factors

ID	Source	CO EF lb/ton	NOX EF lb/ton	SOx EF lb/ton	CO2 EF lb/ton	CH4 EF lb/ton	N2O EF lb/ton
B-1	Blasting Activity	67	17	2	566	0.02	0.005

Blasting Gases - ANFO Emission Rates Criteria Pollutants

ID	Emissions	CO (lb/hr)	CO (lb/day)	CO (TPY)	NOx (lb/hr)	NOx (lb/day)	NOx (TPY)	SOx (lb/hr)	SOx (lb/day)	SOx (TPY)	Source Type
B-1	Blasting Activity	201.00	201.00	0.30	51.00	51.00	0.08	6.00	6.00	0.01	Area

Notes:

1. Emission Factor Source: AP-42 5th Edition, Section 13.3, Table 13.3-1, February 1980, ND = no data.

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: JAMACHA BLVD AND CAMPO RD AMWP
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* *	LINK COORDINATES (M) X1 Y1 X2 Y2	* *	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	*	2 -450 2 -150	*	AG	967	1.5	.0	10.5
B. NA	*	2 -150 2 0	*	AG	699	3.1	.0	9.9
C. ND	*	2 0 2 150	*	AG	48	2.0	.0	9.9
D. NE	*	2 150 2 450	*	AG	48	1.5	.0	10.5
E. SF	*	-2 450 -2 150	*	AG	13	1.5	.0	10.5
F. SA	*	-2 150 -2 0	*	AG	5	3.0	.0	9.9
G. SD	*	-2 0 -2 -150	*	AG	458	3.1	.0	9.9
H. SE	*	-2 -150 -2 -450	*	AG	458	1.5	.0	10.5
I. WF	*	450 2 150 2	*	AG	2178	1.5	.0	10.5
J. WA	*	150 2 0 2	*	AG	1808	2.8	.0	9.9
K. WD	*	0 2 -150 2	*	AG	2067	1.8	.0	9.9
L. WE	*	-150 2 -450 2	*	AG	2067	1.5	.0	10.5
M. EF	*	-450 -2 -150 -2	*	AG	1849	1.5	.0	10.5
N. EA	*	-150 -2 0 -2	*	AG	1817	2.8	.0	9.9
O. ED	*	0 -2 150 -2	*	AG	2434	1.8	.0	9.9
P. EE	*	150 -2 450 -2	*	AG	2434	1.5	.0	10.5
Q. NL	*	0 0 2 -150	*	AG	268	3.1	.0	9.9
R. SL	*	0 0 -2 150	*	AG	8	3.0	.0	9.9
S. WL	*	0 0 150 2	*	AG	370	2.1	.0	9.9
T. EL	*	0 0 -150 -2	*	AG	32	2.0	.0	9.9

III. RECEPTOR LOCATIONS

RECEPTOR	* *	COORDINATES (M) X Y Z
1. NE3	*	8 8 1.8
2. SE3	*	8 -8 1.8
3. SW3	*	-8 -8 1.8
4. NW3	*	-8 8 1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* *	BRG (DEG)	* *	PRED CONC (PPM)	* *	A	B	C	D	E	F	G	H
1. NE3	*	95.	*	1.6	*	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	*	275.	*	1.7	*	.0	.2	.0	.0	.0	.0	.0	.0
3. SW3	*	85.	*	1.8	*	.0	.1	.0	.0	.0	.0	.1	.0
4. NW3	*	95.	*	1.6	*	.0	.0	.0	.0	.0	.0	.0	.0

RECEPTOR	* *	I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	1.0	.0	.0	.0	.0	.3	.1	.0	.0	.1	.0
2. SE3	*	.0	.0	.3	.0	.0	.9	.1	.0	.0	.0	.0	.0
3. SW3	*	.0	.4	.0	.0	.0	.1	.7	.0	.0	.0	.1	.0
4. NW3	*	.0	.9	.0	.0	.0	.0	.3	.0	.0	.0	.1	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: JAMACHA BLVD AND CAMPO RD PMWP
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIKH= 1000. M AMB= .0 PPM
SIGTH= 5. DEGREES TEMP= 15.6 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK X1	COORDINATES (M) Y1	X2	Y2	*	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NF	*	2	-450	2	-150	*	AG	1225	1.5	.0	10.5
B. NA	*	2	-150	2	0	*	AG	893	3.1	.0	9.9
C. ND	*	2	0	2	150	*	AG	58	2.0	.0	9.9
D. NE	*	2	150	2	450	*	AG	58	1.5	.0	10.5
E. SF	*	-2	450	-2	150	*	AG	15	1.5	.0	10.5
F. SA	*	-2	150	-2	0	*	AG	6	3.0	.0	9.9
G. SD	*	-2	0	-2	-150	*	AG	642	3.1	.0	9.9
H. SE	*	-2	-150	-2	-450	*	AG	642	1.5	.0	10.5
I. WF	*	450	2	150	2	*	AG	2597	1.5	.0	10.5
J. WA	*	150	2	0	2	*	AG	2059	2.8	.0	9.9
K. WD	*	0	2	-150	2	*	AG	2377	1.8	.0	9.9
L. WE	*	-150	2	-450	2	*	AG	2377	1.5	.0	10.5
M. EF	*	-450	-2	-150	-2	*	AG	2664	1.5	.0	10.5
N. EA	*	-150	-2	0	-2	*	AG	2628	2.8	.0	9.9
O. ED	*	0	-2	150	-2	*	AG	3424	1.8	.0	9.9
P. EE	*	150	-2	450	-2	*	AG	3424	1.5	.0	10.5
Q. NL	*	0	0	2	-150	*	AG	332	3.1	.0	9.9
R. SL	*	0	0	-2	150	*	AG	9	3.0	.0	9.9
S. WL	*	0	0	150	2	*	AG	538	2.1	.0	9.9
T. EL	*	0	0	-150	-2	*	AG	36	2.0	.0	9.9

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. NE3	*	8	8	1.8
2. SE3	*	8	-8	1.8
3. SW3	*	-8	-8	1.8
4. NW3	*	-8	8	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	* PRED CONC (PPM)	*	A	B	C	D	E	F	G	H
1. NE3	*	95.	* 1.9	*	.0	.0	.0	.0	.0	.0	.0	.0
2. SE3	*	275.	* 2.2	*	.0	.2	.0	.0	.0	.0	.1	.0
3. SW3	*	85.	* 2.3	*	.0	.1	.0	.0	.0	.0	.1	.0
4. NW3	*	95.	* 1.9	*	.0	.0	.0	.0	.0	.0	.0	.0

RECEPTOR	*	I	J	K	L	M	N	O	P	Q	R	S	T
1. NE3	*	.0	1.1	.0	.0	.0	.0	.4	.1	.0	.0	.2	.0
2. SE3	*	.0	.0	.3	.0	.0	1.2	.2	.0	.0	.0	.0	.0
3. SW3	*	.0	.4	.0	.0	.0	.2	1.0	.0	.0	.0	.2	.0
4. NW3	*	.0	1.0	.1	.0	.0	.0	.4	.1	.0	.0	.2	.0